CYCLE NEWS®

WEST Volume XIX : Number 41 : October 27, 1982 85¢

Hot stuff!
The '83 Hondas

Trans-Cal MX:
New faces in the winner's circle

Frontier 500:
Vegas to Reno the hard way

Plus:
International speedway, Trans-USA MX finale, Check Chase and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Harley-Davidson marketing vice-president Dave Caruso presents entertainer Jerry Lewis with a $230,000 check on behalf of the "Bikers Fight Muscular Dystrophy" campaign during Lewis' annual Labor Day telethon.

Road racer Freddie Spencer has "all but signed the paperwork to ride again for Honda in the GPs next season." Spencer is at home in Shreveport, LA, and on the mend from a broken collarbone and a slight concussion sustained in a crash during the final 500cc GP of the season in Germany on Sept. 26. "The most important thing to me is winning the 500cc World Championship," said Spencer. "I was approached by both Yamaha and Suzuki and I considered their offers. I think what really made up my mind was the last month in Europe with things going so well. I can tell you it's a heck of a lot easier to go out and win a race than it is to go through contract talks and such." Spencer, in his first GP season in Europe, took third in the 500cc final standings on the strength of two wins, two second place finishes plus a third and a fourth. He DNF six times in the 12-event championship series.

Sources have reported that multi-time Supercross and National MX Champion Bob Hannah has signed with Honda for '83. "It's not official yet, but everything looks like it's going to work out," said Honda MX team manager Dave Arnold in a presstime phone call. "I've talked things over with Bob and sent him the contract papers, and I'm hoping to receive them back with his signature in the near future."

Road racer Dale Singleton will make his four-wheel racing debut in the Oct. 31 NASCAR Budweiser Late Model Sportsman Series round at Martinsville, VA. Singleton has been quietly working toward a switch from two wheels to four for a good portion of the year. Singleton will be driving a 1980 Pontiac Grand-Am for Glover Racing Enterprises of Kingsport, TN. "We're really enthusiastic about Dale's prospects in racing," said crew chief Tony Glover. "Dale was very impressive in the testing we've done, especially for someone who hasn't raced cars before."

We're taking a long, hard look at our road racing and dirt track program as well as the rest of our racing programs," said Yamaha's Kenny Clark. "We want to see where we want to spend our money. There has been no official determination as yet on whether or not to continue the effort (dirt track/road race). We will determine what we want to do within the next two weeks and make an announcement at our dealer show (Nov. 1-3 in Reno, NV)." The '82 dirt track/road race program was farmed out to Bud Aksland, who prepped machinery for Jim Filice.

The Dirt Diggers M.C. will be hosting a motocross in the Kernville area on Nov. 7. It's a special track laid out on Army Corps of Engineers property, and it's only raced upon once a year, so it ought to be quite a breath of fresh air. For more details, call the Diggers at 213/376-2128.

Baylands Raceway Park has switched its weekly motocross from Thursday nights, and will continue on Fridays through the winter.

Over at *Cycle World* Magazine, we hear that Jim Hansen has been named the new publisher, with former publisher Richard Bartkus spending full time on the *Road & Track* book.

Ron Pierce is returning his stadium road racing program to Mesa Marin Speedway in Bakersfield, where he drew about 5000 spectators last summer. The date on this meet is Saturday, Oct. 23, with the pit gates opening at noon, heat races at 6 p.m. and main events beginning at 8. There will be 250cc and Open GP classes, as well as 600cc and 601cc-Open Superstreet classes and a Vintage race. Riders pre-entered include Dave Aldana, Roberto Pietri and Dave Busby. Tickets are available at all Bakersfield area motorcycle dealers. For more information on the event, contact Pierce at 805/872-0861.

Results are in on the big benefit drawing conducted Oct. 7 following the big raffle to replenish the D-37 Legal Defense Fund coffers. The grand prize of $1000 was won by S. Peters of Simi Valley. A chap by the name of Gustavo from El Monte won the $500 first prize, with the $250 second prize going to B. Haley of Norwalk, the $150 third prize to J. Wright of El Toro and the $100 fourth prize to P. Barteline of Norwalk.

The Checkpoints M.C. will host their Bad Mountain Enduro on Sunday, Nov. 7 in the ever-popular Gorman area of southern California. There will be two loops of mountainous terrain (yes, there is mountainous terrain in southern California) to total about 80 miles. This D-37 points event will feature trails in Hungry Valley that have never been raced on before. See the *CN* Calendar section for more details, or call 213/691-4186.

The largest Motorcycle and Accessory Consumer Expo in the United States will open its doors to the general public beginning Friday, Nov. 5 and running through Sunday, Nov. 7. Created especially for the consumer, the Motorcycle and Accessory Expo at the Anaheim Convention Center will feature an incredible array of the latest trick equipment, the newest street and dirt bikes, 3-wheelers, all-terrain vehicles, clothing and much, much more. Featuring over 100,000 square feet of exhibit space, motorcycle fans will not only be able to see the newest and best products available in the marketplace, but will also be able to shop for the best deals available today. Weekend highlights include live bands, special demonstrations, free drawings for motorcycles and other valuable prizes, plus the very first chance of the season to preview the 1983 models. Ticket prices are $5 at the door with children under 6 being admitted free. Dollar-off discount coupons are available now at participating southern California motorcycle dealers. See the *CN* calendar section for more information.

The trail riding staff of the Motorcycle Industry Council is pleased to announce the adoption of a bouncing baby motorcycle trail in the Sequoia National Forest. Measuring in at approximately seven miles, Stony Meadow Trail (aka 33 E24) became a family member under the Adopt-A-Trail program. You too can become the proud parent of a trail by contacting your local National Forest office.

Speaking of adopting trails, the Mendicino National Forest has over 40 trails available for adoption. In exchange for performing routine trail maintenance once a year, your club or group gets a trailhead sign announcing that it's your adopted trail. Contact Ron Anderson, Recreation Staff Officer, Mendicino National Forest, 420 East Laurel St., Willows, CA 95988, or call 916/934-3316.

Motorcycle legend J.N. Roberts made his return to competition in the Frontier 500. Riding a Husky with Bill Friant, Roberts and company made it past the fourth of six checks before unknown problems dropped them from the race.

Saturday, Oct. 23, will be another all-motorcycle night at Orange County International Raceway. The all-bike drag race will feature unlimited runs and three money ET brackets. Gates open at 1 p.m. and racing goes on until 10 p.m. The meet is sponsored by Vance & Hines.

The folks at OCIR also tell us there are two weeks left in the OCIR Thurs day night MX season. Oct. 21 is a qualifier for the CRC Amateur Supercross at San Diego. Oct. 28 is the final race for '82, with action expected to resume in the early spring of '83.

Ed and Verlaine Phelan, owners of the Alasta Transformer Company in Riverside, CA, sent in their entries for the *Cycle News* B-to-V run. Along with their entries they sent $15 to be donated directly to the Phantom Duck of the Desert, and $20 for a *Cycle News* subscription to be awarded during the off-road drawing at the Union 76 truck stop at the Blue Diamond off-ramp just outside of Las Vegas.

The British motorcycle press reports that Triumph factory employees were recently shown a prototype 900cc water-cooled bike, dubbed the T2000. The mock-up shown to the workers consisted of a motor housed in a duplex cradle frame.

The Oct. 23 short track at the Santa Clara County Fairgrounds in San Jose is shaping up to be a mini-National with riders like Alex Jorgensen, Steve Eklund, Jim Felice and new AMA Grand National Champ Ricky Graham already entered. Action begins at 8 p.m.

News from the upcoming Oct. 31 Superbikers race at Carlsbad Raceway tells us that Jay Springsteen and Ricky Graham will be competing in the made-for-TV event on a pair of XR750 Harley-Davidsons. They won't be the only ones on four-strokes, however. Can-Am has announced $8000 in contingencies, and riders like Steve Morehead, Steve Eklund and Bubba Shobert will be riding the Can-Am thumpers. Team Honda's Andre Malherbe will be there after recovering from a broken leg suffered in the June USGP at Carlsbad. The Superbikers promoters also say they're looking for one more motocrosser and one more dirt tracker. If you're "well qualified" call them at 714/661-4198.

A few weeks ago we told you about a California Air Resources Board meeting in Sacramento that would probably decide the outcome on whether or not catalytic converters will be required on motorcycles in California. The hearing on that issue is now Oct. 28 at 9 a.m. in the Sacramento Room of the Community Conven-

tion Center, 1100 14th St., in Sacramento. This one's important, so plan to be there . . .

Any dealers or manufacturers interested in making product contributions for the *Cycle News* Barstow to Vegas Road Ride and Poker drawings should contact Skip Johnson at 213/427-7433. The B-to-V poker run is AMA-sanctioned, and there will be two drawings — one road, one off-road — with separate prize money at each.

When you check out the new Hondas featured elsewhere in this issue, try to imagine a couple of them in racing trim. The V45 Interceptor, also featured on the cover, will be Honda's Superbike racer. Such a model was shown at Honda's press preview, and it featured the stock frame, extra radiators, cylinder head work, slicks, and the usual racing extras. The 750 V-twin that powers the Shadow custom model will be featured in the dirt track effort led by Mike Kidd. Chain drive versions of the engine have been seen in shows in Europe.

Bruce Hammer has announced that Yoshimura R&D of America will prepare engines for Team Hammer's 1983 endurance road racing effort. The team's engines were built by Vance & Hines over the past two seasons and Hammer said the change was a result of a "mutual decision" on the part of Team Hammer and Terry Vance.

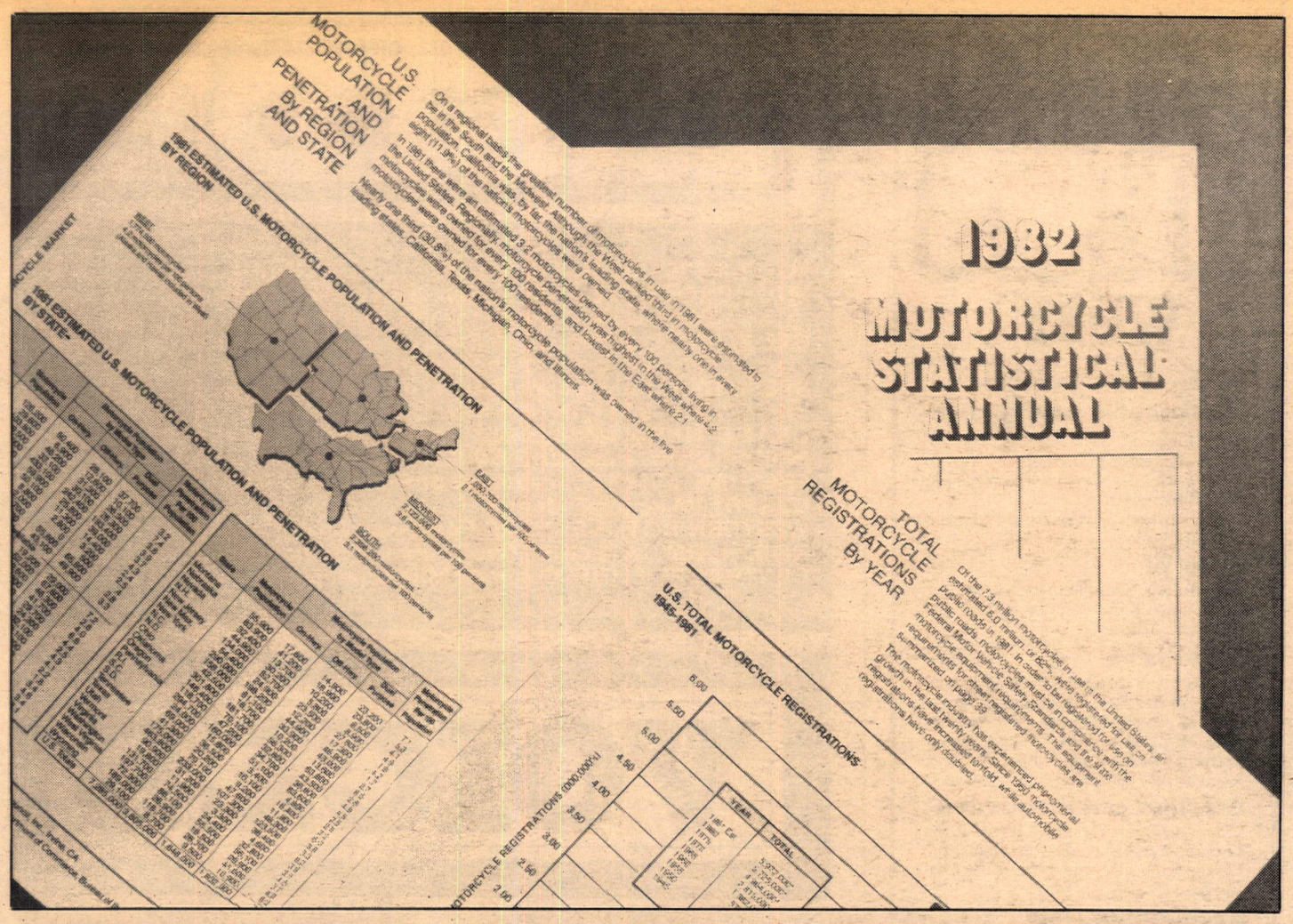
The AFM North will be hosting a four-hour endurance race at Sears Point on Halloween, Oct. 31. Running Superstreet rules, the race will be open to machines from 250cc to Open displacement, with 2-4 riders per team. Out of state riders will be able to purchase entries for half price, and last year out of state teams finished first and fourth. For information, call Joe Montoya at 415/482-3526.

The Nov. 6 Miller High Life Supercross Finals, the last round of this year's Wrangler Supercross Series, will feature a track that goes into the grandstands underneath the scoreboard. Called the "Wrangler Corral," it will be a horseshoe turn 22 feet in height. The race will take place at San Diego's Jack Murphy Stadium.

The 11th annual Florida Winter Nationals Mini Olympics will be presented in the Ocala and Hermosassa areas over the Thanksgiving weekend. The Super Sports event gives minicyclists a chance to compete in short track, TT scrambles, cross country and motocross over a four-day period. Over 1200 riders from 30 states are expected to compete. For more information, contact Bill West at 813/822-8929.

Arizona residents who want to go watch the Nov. 6 Miller High Life Supercross Finals should know that Arizona Champagne Tours is putting together a bus trip with hotel accomodations and event tickets for $75. Contact them at 1334 West Indian School Rd., Suite 5, Phoenix, AZ 85013, 602/241-9608.

Cycle World announced their 10 Best Bikes of 1982 at an awards dinner in Corona Del Mar, CA, recently. The winners were: Suzuki GS1000S Katana (Superbike), KTM495MX (Open Motocross), Honda GL1100 Interstate (Touring), Yamaha XT550 (Dual Purpose), Honda V45 Sabre (651-880cc Street), Suzuki RM250 (250cc Motocross), Kawasaki GPz550 (451-650cc Street), Suzuki RM125 (125cc Motocross), Yamaha XS400 (Under 450cc Street) and the Kawasaki KDX-250 (Enduro).



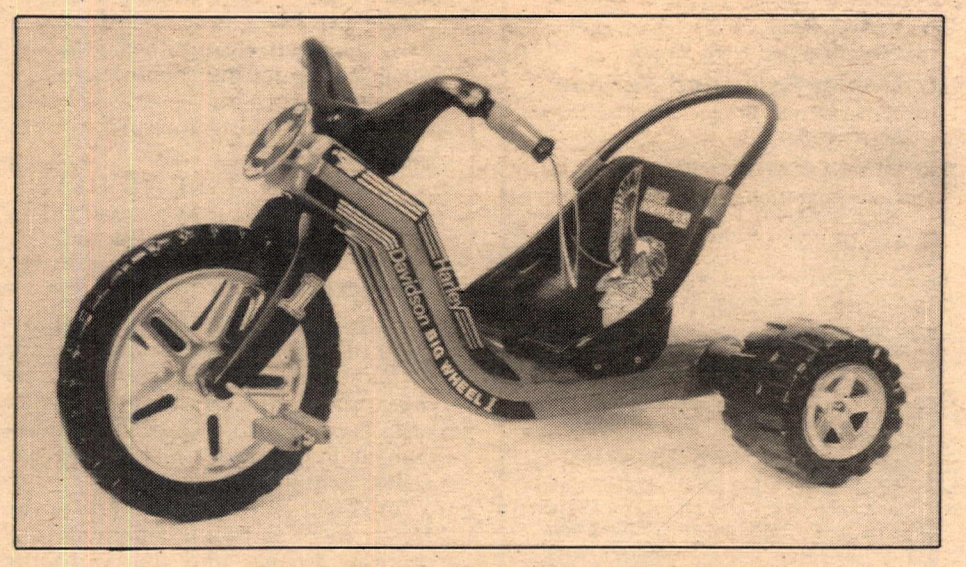
The Motorcycle Industry Council has published the *1982 Motorcycle Statistical Annual,* the sixth edition of this reference booklet which covers many aspects of the motorcycle industry in the United States. The 48-page document includes estimates of the motorcycle population (by model type, engine displacement, year, and state), retail sales, and the economic value of the retail marketplace. This history of the motorcycle market by year and state is traced with tables for new and total registrations, imports, wholesale sales, and retail sales. Many other industry statistics are included. Copies may be ordered prepaid at a cost of $25 per copy from the Motorcycle Industry Council, Research & Statistics Dept., 2400 Michelson Dr., Suite 110, Irvine, CA 92715. Motorcycle retail outlets and educational institutions may order the booklet at a special cost of $10 per copy, paid in avance.

The Bel-Ray Challenge Cup competition will be part of the Oct. 31 Superbikers event. The perpetual trophy goes to the highest placing team consisting of a road racer, dirt tracker and motocrosser, and use of Bel-Ray products is not contingent. However, if the winning team does use Bel-Ray products exclusively, Bel-Ray will pop for a $1200 check.

Suzuki's Randy Mamola won both heats of the Oct. 3 John Player World Cup at England's Donnington Park. Kork Ballington (Kaw) was second overall while Marco Lucchinelli (Hon) took third. Barry Sheene, who suffered serious injuries in a practice session for the Aug. 1 British GP, rode a Yamaha RD350 around the circuit on an honorary lap.

For you trivia enthusiasts, the '82 Winston Pro Series produced 14 different winners in 26 events. Jay Springsteen took five wins, newly crowned WPS champ Ricky Graham four and Mike Baldwin three. Randy Goss, Alex Jorgensen and Bubba Shobert each had two wins. Graeme Crosby, Wes Cooley, Steve Morehead, Scott Parker, Scott Pearson, Terry Poovey, Kenny Roberts and Gary Scott each won one National. Shobert was the only new American rider to add his name to the list of National winners.

After four rounds of the Continental Motosports Club Trans-Cal Series, factory Honda rider Jim Gibson leads teammate Brian Myerscough in 125cc Pro points, 264-255. Yamaha's Mike Bell leads the Open class point race at 292 over Honda's Steve Martin (288) and another Yamaha rider, Broc Glover holds top 250cc Pro points over Honda's David Bailey, 315-300. The Suzuki of Larry Brooks leads the Mini Expert battle over the Yamaha of Bobby Moore 46-38.



From *Cycle News,* the folks who brought you the first pictures of the Harley-Davidson V-4, comes a pic of the Harley-Davidson Big Wheel! Horsepower of the all-new Harley comes in varying amounts, depending on the leg strength of the rider. The quietest Harley ever built offers handlebar tassels, a roll bar, stickies galore, three wheels, and a way to get curtain-climbers on the road. This is also the first Harley manufactured in the South; it comes off the assembly lines of Empire of Carolina, a toy manufacturer. Varoooooooom!

Ever hear of "The RAW Method?" Most of the top MXers in America today have. RAW stands for "Relax and Win," a new cassette tape program which relaxes you almost to the point of hypnosis, then supposedly inspires you to win when racing. Honda's David Bailey has been using the tapes for months, and Red Bud Trans-USA winner Donnie Cantaloupi said the tapes are part of his required training program.

A big tip of the *Cycle News* helmet to the following companies and people who supported the efforts of the American team at the 57th ISDE: Athalon Products, Bell Helmets, Bel-Ray, Champion, Dr. Robert Hill, Hallman Racing Products, Hi-Point Racing Products, Jim Hollander/Hot Grips, Jones Opticals, Glenn Jordan, Metzeler, PJ1, Terry Cable, Trelleborg, and Wrangler, plus the many fans who contributed to the ISDE Support fund.

Join us next week for coverage of the Saddleback Trans-Cal finale.

Brad Lackey, who rode for Suzuki in '82, and Andre Malherbe, the '81 Champion who rode for Honda, have

(Continued to page 18)

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Honda's hottest new Canyon scratcher in living color. The VF750. Photo courtesy of American Honda.

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VOICES

Last Chance '82

We would like to thank members of the California Enduro Association, and a special thanks to Ken Gee and Jerry Bailey for a super weekend. For those of you who missed it, CEA put on a great two-day road ride on Sept. 18-19.

The weather was beautiful, as was the ride, even though we got lost twice (not watching the mileage!).

Thanks again for a great weekend, and we are looking forward to next year's event.

ED & MARILYN HEYNE
D-37 road riders
Lakewood, CA

Dangermond's thanks

On behalf of the California Department of Parks and Recreation I want to take this opportunity to express my appreciation to the off-highway vehicle community for their cooperation at Pismo State Beach over the Labor Day weekend.

This was an important test for the Department's new management program at Pismo, and thanks to the OHV community, it was highly successful. Many OHV volunteers assisted the Department by explaining the new management program to other OHV users. This was especially true of Mike Bishop and his dune patrol volunteers.

The Department recognizes that this new management program is inconsistent with previous management practices at Pismo. Historically, there have been few restrictions to OHV use at Pismo. This has been the result of limited manpower on the part of the Department to control use and to protect resources during periods of heavy use. As a result of this unrestricted use, sensitive resources have been damaged and private property rights have been abused.

The County of San Luis Obsipo and the California Coastal Commission have been concerned about these abuses and have required the Department to take steps to correct them. The County went so far as to suggest a moratorium on OHV use at Pismo Beach until these problems were corrected. To avoid this moratorium the Department has agreed to do the following:

1.) Install fencing to protect sensitive resources and also to protect private property. (This has included fencing the boundary between the SVRA and the Union Oil property. Union Oil has asked the Department to exclude OHV use from their property.

2.) Restrict OHV use to the area south of Mile Post 2. (This is a direct result of local resident complaints to OHV use in the vicinity of Oceano.)

3.) Better manage the beach and dune areas. (The restriction of beach camping to 500 units has been established by the Department. The Department recognizes that this is a severe reduction to the number of campsites normally found on a holiday weekend, but some steps had to be taken in order to get the number reduced to a point where Department staff could adequately control the beach and dune use at Pismo.)

The Labor Day weekend has shown us that, with the aid of the OHV community, we can successfully manage the OHV use at Pismo. If the cooperation that we experienced over Labor Day continues and if the fencing and other resource protection devices are effective, I will recommend to the Coastal Commission and the County, at a meeting scheduled in February, to evaluate the success of this new management program, that the number of beach campsites be increased and that OHV lands south of Oso Flaco be made accessible to OHV users. With continued successful management and cooperation, I intend to recommend further increases in beach camping.

The success of our program at Pismo Beach depends on the continued cooperation of the OHV community. With that cooperation, this Department will do everything it can to expand OHV use opportunities at Pismo Beach.

PETE DANGERMOND JR.
Director,
California Department of Parks and Recreation
Sacramento, CA

Words from the Duke

As you and all off-road enthusiasts know, California's Off-Highway Vehicle Fund was created for the purpose of setting aside suitable areas for off-road riding.

However, during the last legislative session, $8.5 million was taken from the OHV Fund and transferred to the General Fund to be used for other purposes.

This action had jeopardized the integrity of the OHV Fund and created citizen distrust of government.

I firmly believe that special fund revenue should be used only for the purposes of the fund and should not be diverted to other uses.

Thus, as Governor I will take action to ensure that the OHV Fund is used to develop the important recreational benefits for which the fund was created.

Moreover, my administration will be open and accessible to responsible individuals and organizations representing the needs and interests of off-road enthusiasts in our state.

GEORGE DEUKMEJIAN
Sacramento, CA

MXer on recovery road

Mike Taylor from Salmon, ID, a rider in the 100 and the 125cc Expert classes, had a brain tumor removed at the Mayo Clinic in Rochester, MN Oct. 5.

Word has been received that Mike is doing OK and the surgery went well!

Mike will be moved back to Missoula within a week or so and we are sure he would be happy to hear from all of his motocross friends. *Cycle News* readers will remember Mike from Ponca City this year. He finished in the top 10 of both of his 100 classes. His sponsor is "King-B" Jerkey.

Send your cards to Mike Taylor, Rt. 1 Box 140, Salmon, ID 83467.

DICK, JAY & MYRNA MINTYALA
Central Montana Yamaha
Lewistown, MT

More Barstow to Vegas 1983

We all agree that Phantom Duck, Louis McKey, has had a long battle with the BLM and needs riders' donations, but for the record: District 37's San Gabriel Motorcycle Club members led by Dale Jordan have worked months in preparation for this race.

San Gabriel M.C. and District 37 Legal Defense Members have met many late evenings with BLM staff to work out a well planned B to V race. They have worked hard together so this traditional District 37 San Gabriel Motorcycle race can again be an annual event.

District 37 Legal Defense and AMA Legislative Support Fund have worked hard over the past years and continue to work hard to keep the desert open for us to enjoy and ride.

ED WALDHEIM
Member District 37 Legal Defense
Member Hungry Seven
Los Angeles, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

Ake Jonsson won his second Trans-AMA MX Series event in a row when he took the International class at Road Atlanta. Second behind the Swedish rider was Suzuki's **Roger DeCoster**, with third overall going to top American **Jimmy Weinert** on a works 500 Yamaha. The Jammer's finish was the best ever by an American in Trans-AMA competition. In the 250cc Support class, **Bob Grossi** took the overall on a Husky, followed by **Peter Lamppu** on a Kawasaki.

Out in the desert, the quotes were as follows: "Ain't no 125 going to win this one," the Desert Turtles stated firmly, "This is a big bike course." The results were as follows: **Tom Brooks** took first overall on a 125 DKW, followed by Check Chase winner **Larry Pfutzenreuter** on a 250 Bultaco.

The Yamaha racing team for 1973 was announced, with **Kenny Roberts** as the only returning member. New faces on the team were **Don Castro** and **Gary Fisher**. Negotiations were underway to recruit Aussie road racer **Kel Carruthers** as team manager.

Carl Cranke was a double winner in a European Scrambles near Carson City, NV, winning both the 125 and 250cc Expert classes. **Floyd Davis** took the Open Expert class.

Dave Aldana captured the Expert main event at Ascot's weekly half mile, riding a Norton to take the checkered flag in front of the Triumph of **Frank Gillespie. Brian LaPlante** was likewise Norton-mounted when he took the Junior main event. In the Novice class, **John Gennai** took the victory, pressured all the way by **Hank Scott.**

Jim Evans won two classes at an ACA road race at Carlsbad Raceway, finishing first in the 100 and 250cc Senior GP classes. **Whitney Blakeslee** was the winner in 175cc Senior GP, and an Ital-jet rider by the name of **Eddie Lawson** was the 50cc Junior GP winner.

The Golden Bear Enduro ran successfully in the desert, despite the best attempts of the Department of Defense and the Sierra Club to stop it. The sponsoring club obtained permission to use a few miles worth of military land for their course, and obtained permission to do so. But when Secretary of Defense **Melvin Laird** heard about it, he sent an official decree revoking that permission. With added pressure from the Sierra Club, the course had to be rerouted at the last minute, but the event ran as scheduled.

In a D-37 TT at Adelanto (CA) Cycle Park, the order of finish in the 500cc Expert class read: **Tommy Jarnagan, Vince Graves** and **Jim Connolly.** In the 250cc class, the order ran: **Mike Myers, Jim Wright** and **Dennis Briggs.**

Ossa-mounted **Dave Pessy** swept the 250cc Expert clash at CMC's night MX bash at Ascot Raceway, and then returned to finish second in the 500cc Experts behind **Tim Hart** (Mai). ●

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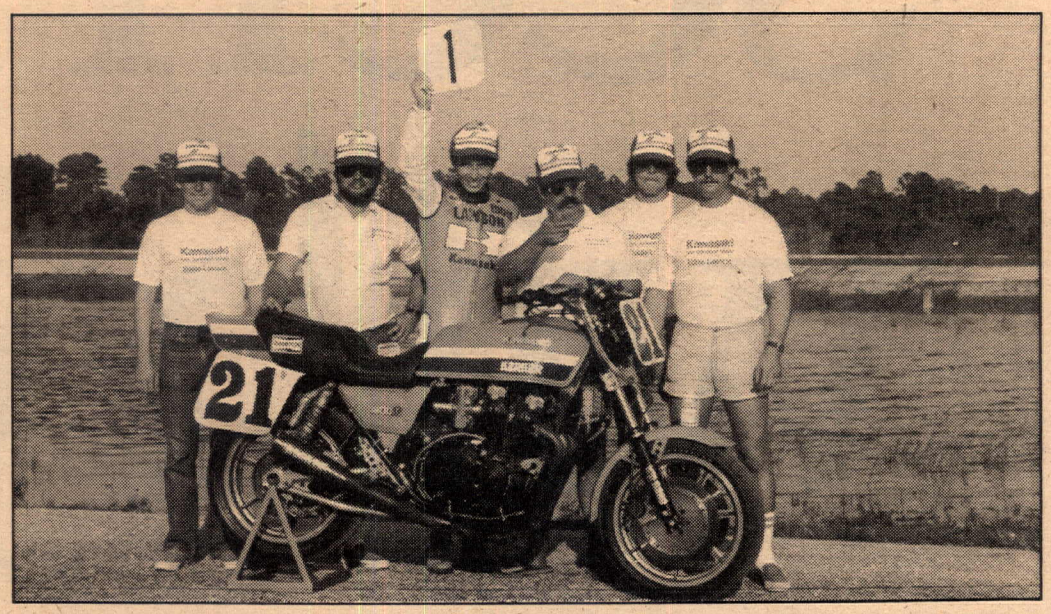

A Special Congratulations for their hard work to:

● Gary Mathers ———— Super Team Manager
● Rob Muzzy —— Tuner
● Mark Johnson —— Tuner
● Ken Funkhouser —— Tuner
● Al Nowocinski —— Tuner
● Steve Johnson —— Tuner
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CONGRATULATIONS,
JOE BAKER

TRANS-USA SUPPORT CHAMPION

Joe Baker, of Kentwood, Michigan, put together a consistent string of moto finishes to win the '82 Trans-USA Support Championship.

Joe relied on "Red Dot" tires and Hi-Point oil for his Honda and Hi-Point boots, gloves and jerseys for his body... it was a winning combination.

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Here you have it. Undeniable evidence of Broc Glover running away with first place overall victories in the first three rounds of the Trans-Cal Series.

On a box-stock production YZ250. The very same YZ250 you yourself can purchase at your Yamaha dealer.

At the latest event in Huron on October 10, Broc even had an accomplice. Rick Johnson took second overall, riding a similarly stock YZ250, which as you may have heard, has been totally redesigned this year, to do exactly what it's been doing.

Winning.

All things considered, it might be a good idea to keep a close eye on Glover.

We have a feeling he's going to try it again.

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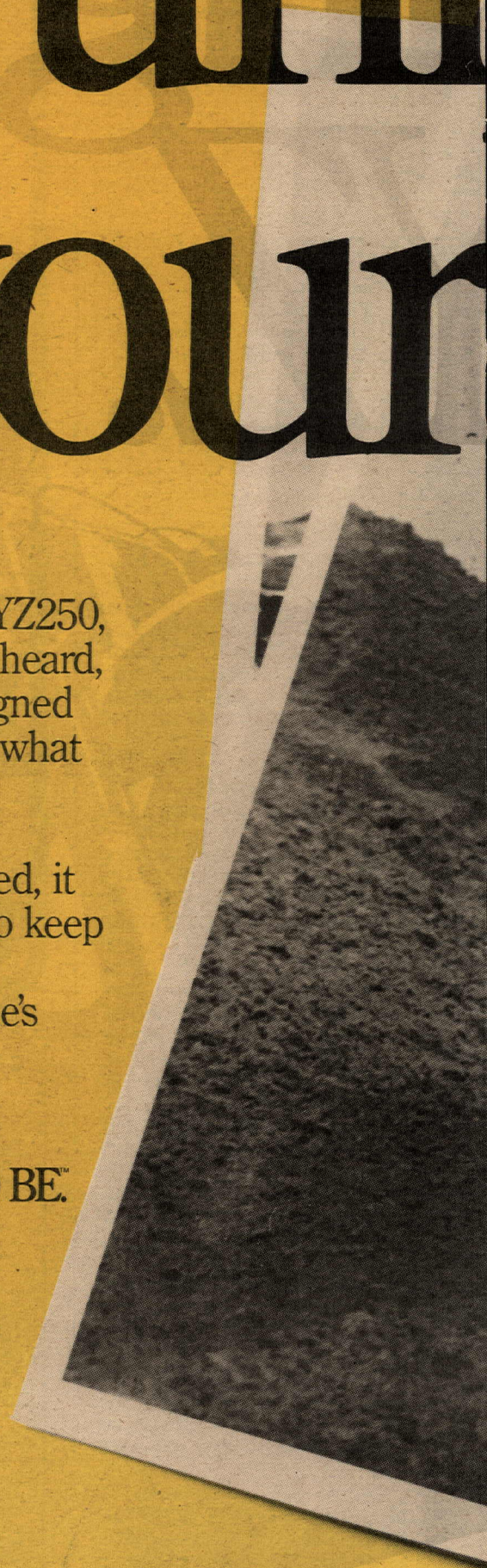

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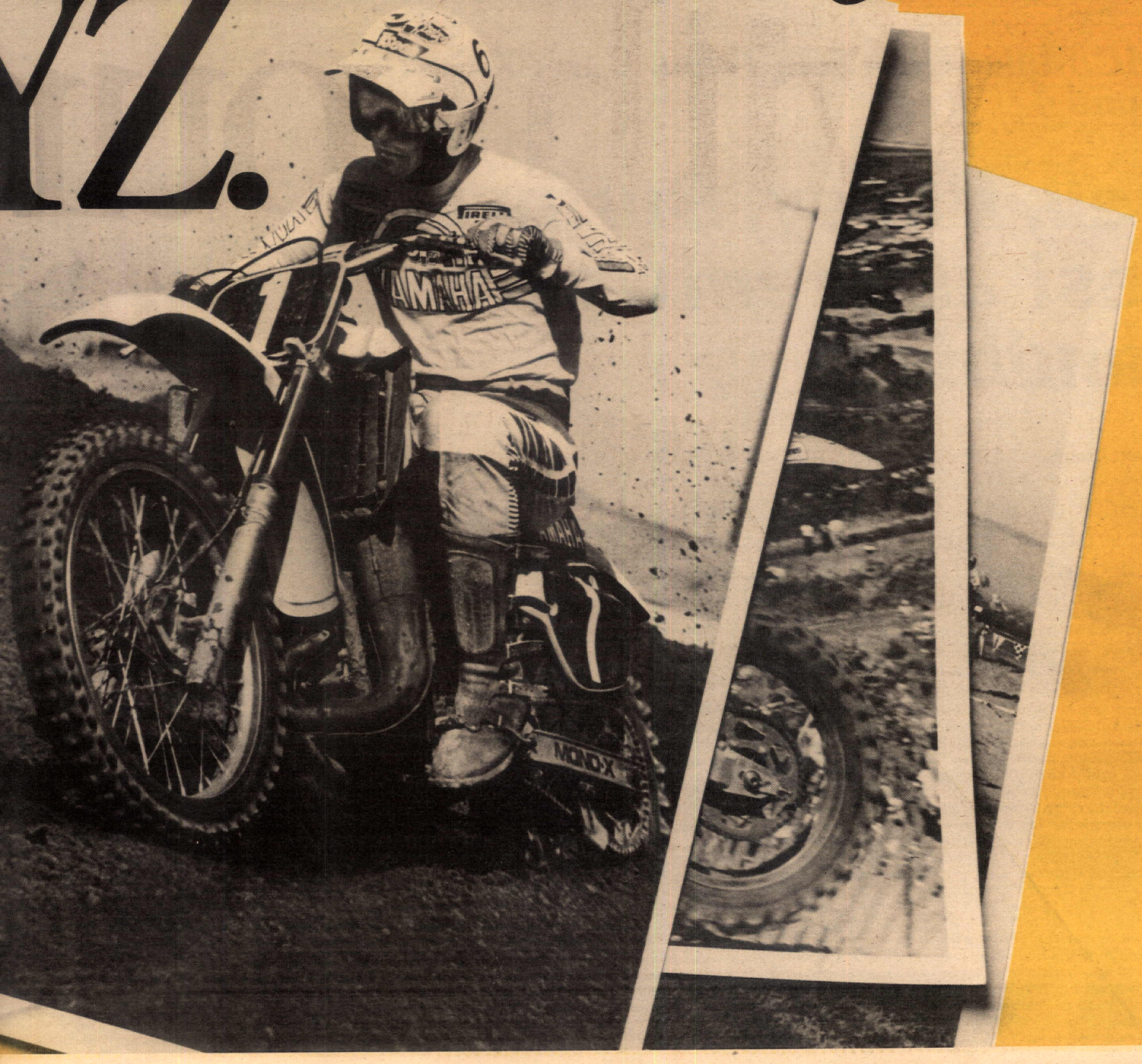
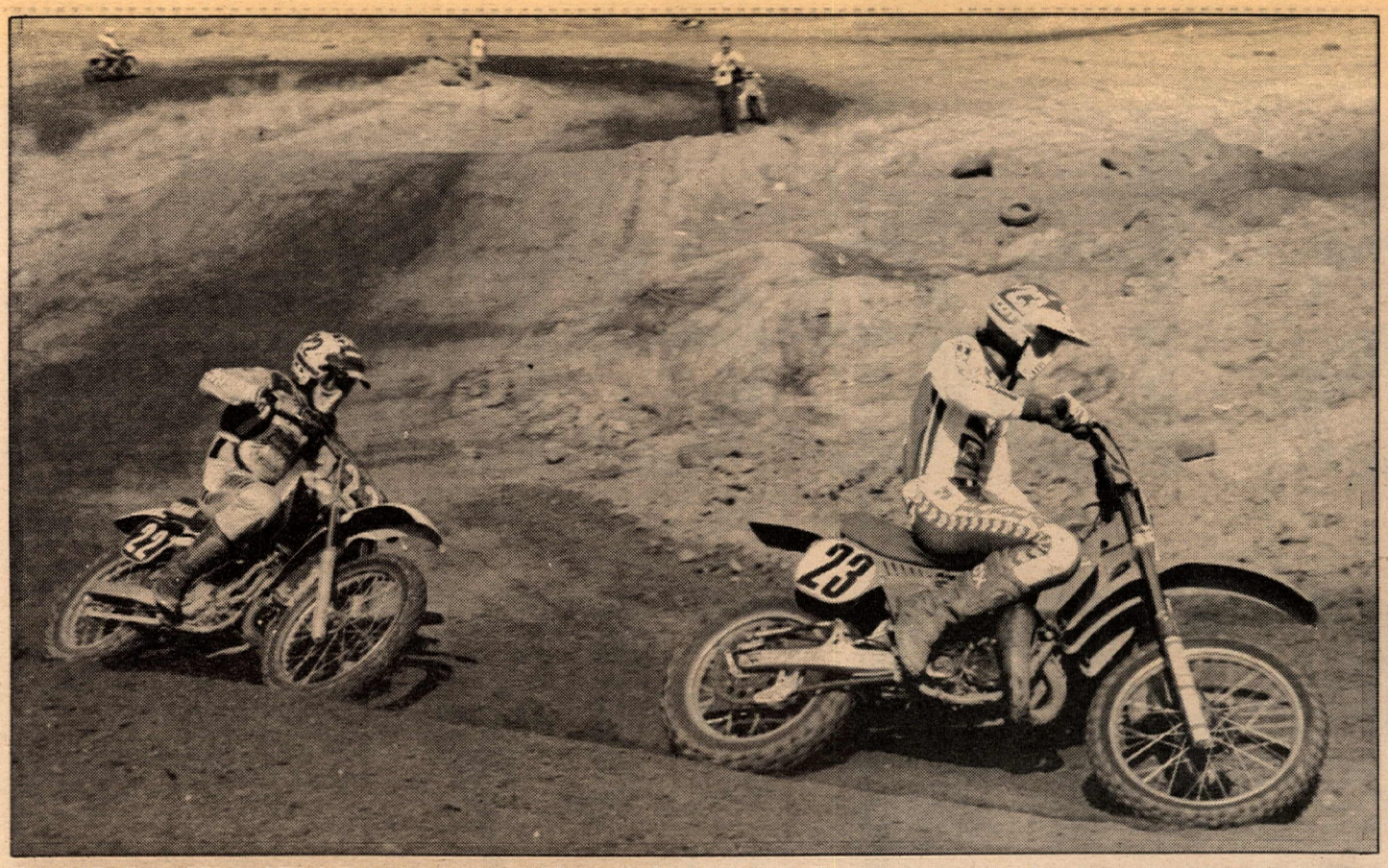




David Bailey (23) and Rick Johnson stayed this close for half of the first moto. When they weren't this close, Bailey and Broc Glover were. Bailey didn't fold under the pressure and took his first major overall win after a string of good showings.

Steve Martin leads Mike Bell (5), Jo Jo Keller and Larry Wosick.

CMC/Miller High Life Trans-Cal MX Series: Round 4

Bell, Bailey, Burnworth best at Brentwood sandblast

By Karel Kramer

BRENTWOOD, CA, OCT. 17

Round four of the Continental Motosports Club's Miller High Life Trans-Cal series stormed into Brentwood, CA, with stunning racing that epitomized the definition of the word motocross. Racing that Broc Glover called, "exceptional." Glover had a first hand look at some of the best racing of the year as he, 250cc round four winner David Bailey and Rick Johnson ran two non-paced, wide open motos. Their duel carried them nearly half a lap from fourth place factory Honda pilot Kenny Keylon.

The Yamaha camp surrendered the 250cc trophy for the day, but showed a penchant for big and little bike trophies. Mike "Tall E Nuff" Bell took the 500cc class with two solid wins. Bell took one over Larry Wosick and another from Phil Larson.

Scott Burnworth joined the new faces in the first place club along with Bailey and took his first major win. Burnworth took both motos convincingly. His return to 125s has seen his return to top form. Yamaha rookie Ron Lechien kept the heat on some veterans and took home a 2-2 showing. Semi-unknown Tim Aston put his Kawasaki into third in the first moto and Jim Gibson tangled with riders at the start and gave the field a several hundred yard head start, but came from last to third in moto two.

Brentwood's Sand Hill Ranch offered a fast, but technical track with crowd pleasing ski-ramp jumps and a massive uphill. Lack of rain in recent weeks and months kept the track from living up to the "Sand" part of its name. Parts of the track became hardpacked and dusty. Weather was pleasant for the several thousand spectators, but a breeze that comforted people dried out the track.

The dwindling Suzuki team completely dissappeared this week with Warren Reid's absence. Kawasaki was represented by local support riders and a magazine test rider. Suzuki was represented by R&D. R&D Suzuki 80 rider Larry Brooks took all the marbles from the Mini Experts in a display of total dominance.

The European teams were represented by Husqvarna and local riders.

Dick Mann made a guest appearance in the Old Timers class on one of his own-framed Yamaha 500cc thumpers. He took his accustomed place at the head of the pack and ran away after early challenges.

Minis

Kawasaki star Paul Denis put the pack behind him at the start of the first Mini Expert moto, but the "crashitis" that haunted him last week found its way to Brentwood and he dropped it in the back section. Brooks put his 1983 production 80 into the lead and that was the last thing anyone saw of him. He led second place by 11 seconds on the last lap.

Denis, Honda's Tyson Vohland and Bob Moore followed to the flag. Danny Storbeck made the flight from San Antonio again, but the horsepower oriented track saw him terribly outpowered. He attacked turns harder to work up to fourth. (Storbeck weighs 50 pounds more than some of his competition.)

Brooks had the second moto from the start and won with a larger margin. Denis, Moore, Kawasaki's Willie Surratt and Vohland followed, but Vohland slid out and Denis went out with a broken shock. Storbeck came out of the pack to pass Moore and challenge Surratt. The battle went to the wire with Storbeck taking second overall. Surratt brought it in third with Moore third overall.

125cc Pros

Burnworth took the reflex award in the first 125cc Pro moto. He crested the hill followed by Team Green's Aston, Honda support team riders Brian Myerscough and Mike Larson — all three on '83 production bikes. They were shadowed by Louie Franco and Jim Gibson. Aston showed little awe of factory riders as he flew past Burnworth for the lead on a downhill jump. Jim Anderson moved from seventh at the start to fourth at the completion of one lap. Gibson was fifth. Anderson slipped his Yamaha past Myerscough on the second lap and Burnworth went into the lead to stay on the next circuit.

Gibson began working on Myerscough while A.J. Whiting, Chris Heisser and Lechien worked through the pack. Lechien at the rate of one position a lap until he came up on Myerscough.

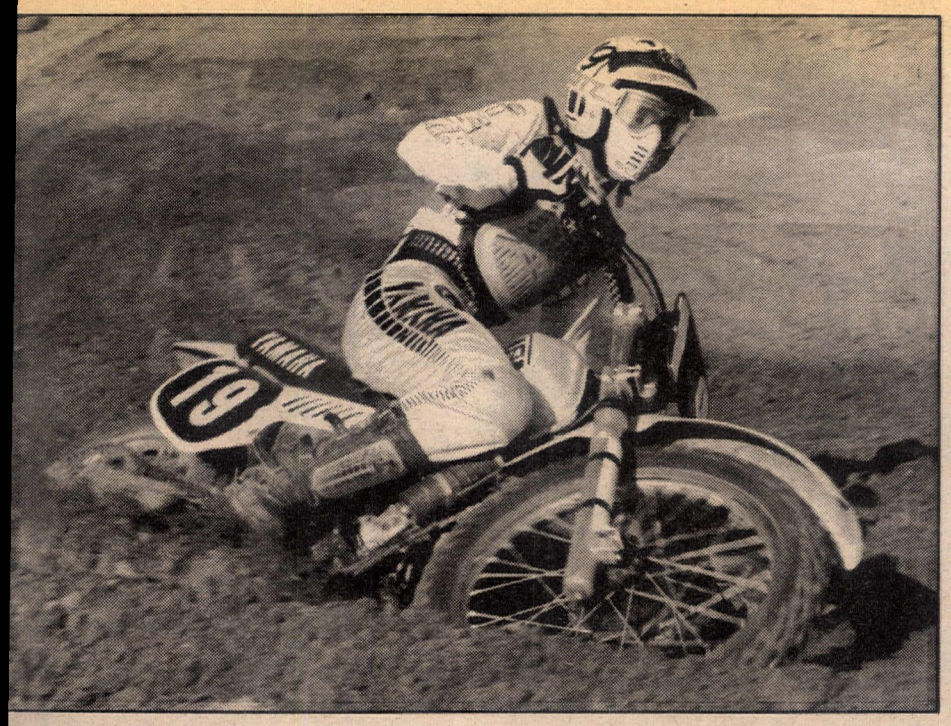
Burnworth was using smart, smooth lines and saving his bike and body. Aston was driving right through the obstacles and soon dropped off the pace. Gibson and Anderson liked the same line in a turn enough to take it at the same time. Gibson's Honda was mortally wounded and Anderson got underway, only to be showered from a broken radiator hose.

When Lechien passed Myerscough at the halfway point, Burworth led followed by Aston, Lechien, Myerscough, Heisser, Rod Smith, Whiting and Larson. Before moto's end, Heisser made his way around Myerscough and Lechien got Aston for second. Aston and Myerscough put on last lap drives, but they were too late.

First lap charts for the second moto read Burnworth, Lechien, Smith, Gary Dircks, Heisser, Troy Blake and Jim Anderson. Gibson was down on the start hill and Aston joined him in last place a short time later.

While Burnworth and Lechien tossed the lead around every lap for a few laps, Gibson started slicing through traffic. Myerscough was way back and driving also, but fell and had to start over. He rose to 11th. Dircks held a steady, safe third, but dropped out with four laps left.

Except for the excellent Burnworth/Lechien battle, the only riders



to change radically were Gibson, last to third, Whiting, 20th to fifth, and Aston, last to ninth. Lechien faded in the late laps, but held onto second.

250cc Pros

Broc Glover grabbed the holeshot in the first moto, but a large berm had developed in the first turn and Glover sailed over sideways with one foot on the peg. Bailey tucked underneath and jetted his works Honda out front. Rick Johnson was in a comparatively rare start form as he completed the first lap in third with Kenny Keylon fourth ahead of Jim Tarantino, Scott Manning and Brett Cahors.

Back aways in the pack were Mike Shoemaker and Willy Simons. Shoe, one of the better series privateers, and Simons, looking like he had come to grips with the *Motorcyclist* Magazine test 1983 KX250 he had had trouble with the week before, were on the move.

Glover and Bailey continued their bar-to-bar battle for the first three laps. The top 10 had become spread on the first lap, but Johnson was closing on the leaders. The Glover/Johnson confrontation let Bailey pull out a little lead. Johnson flew past Glover on a downhill jump and went to the inside of the next turn for a clean pass. By lap five it was evident that Johnson was reeling Bailey in. He was riding agressively and seemed willing to burn a lot more energy than Bailey or Glover.

By lap seven Bailey/Johnson was a battle and they were slicing through lappers. They had a half a lap on Keylon, safe in third, and Keylon had the same on Tarantino and Shoemaker. Simons filled the slot behind Shoe and the top five was unchanged for the remaining seven laps.

Lappers were a problem for the two leaders, and Bailey bobbled, letting Johnson close, but he pulled away again. They were less than a second apart for the remainder of the race. Both put on a last lap charge that netted Bailey the fastest lap of the day and the win.

Glover made no mistakes in the second moto first turn, or anywhere else in the moto. He said later, " Everybody is going for it, Bailey, Ricky and myself, there's no doubt in my mind that I can go as fast as I need to go." Bailey agreed with him and said, "Broc is not the kind of rider that blows it."

Bailey got away in second with Shoe, Keylon, Coffey, Doug McRae, Johnson and Simons following. Johnson went straight to work slicing through to the leaders, but it took him five laps to reach third. By that time Bailey had started his drive on Glover. Johnson started reeling them in until Bailey got close to Glover.

Once the pressure was on, Glover went ahead and used the energy needed, as did Bailey. All three riders were accelerating brutally out of the turns and pounding into them. After lap 10, Bailey would drive up beside Glover in one turn, but Glover had the better exit line. Bailey kept trying till after the flag, but Glover took it. Shoe was fourth followed by Keylon and Simons.

500cc Pros

A bunch of riders went down at the start of the first 500cc moto, but only Tim Locey, of the usual front-runners, was affected. He was in last. Larry Wosick was in first followed by Steve Martin, Joey Schlag, Jo Jo Keller, Mike Bell, Scott Johnson and David Gerig. A pack of fast riders, consisting of Jim Holley, Eric McKenna, Juan Benavidez and Jimmy Ellis, were sort of hooked up in the back of the pack and made it rough for front-runners who had already set their pace. The whole crowd steamed into the top 11. Phil Larson came from farther back to join them.

Bell was on the move and Martin went into the lead before being scored for one lap. Wosick hung tight in second and was riding well.

Bell closed in on Wosick in a tight part of the track and, after shuffling the lead a couple times, Bell stuffed to the inside for the lead. Martin had dropped back to third. Holley moved steadily through the pack, taking third with only two laps remaining. He started 16th. Behind Holley were Grossi, Ellis — up from 22nd, Larson — up from 26th, Schlag, Benavidez and Zitterkopf.

Locey had recovered from last to 15th in the first moto, but tried an easier plan in second. He crested the start hill first, trailing a pack of Kelly Barry, whose three bikelength lead to the first turn may have involved a little gate jumping, Martin and Keller.

After the first lap scramble, Martin led Locey, Bell, Keller, Larson, Wosick and Clint Hardick. Holley was a couple of places behind that pack, but was on the move. Bell worked on Martin on laps three and four and took the lead when Martin bogged the motor for a moment. Bell just stretched away after that, despite injuring his wrist in an incident with Schlag in moto one. Holley, one of the series hardest riding privateers, threw his chain twice in a frustrating second moto.

Bell set a pace, but Larson passed Martin and came after him. "I stumbled around for a couple of laps; I would have liked to win by more," said Bell, "but I guess you only need an inch." Wosick also passed Martin, but Martin repassed on the last lap, which would have given hin second

(Clockwise from top left) Scott Burnworth (19) destroyed the 125cc class with hard rides. Mike Bell (5) chases Larry Wosick down the ski jump hill. Most passing went on down this hill and on the following straight. Rick Johnson (22) rode hard all day. Larry Brooks (L5) and Paul Denis (1R) at the Mini Expert start. Ron Lechien picked up second 125cc Pro.

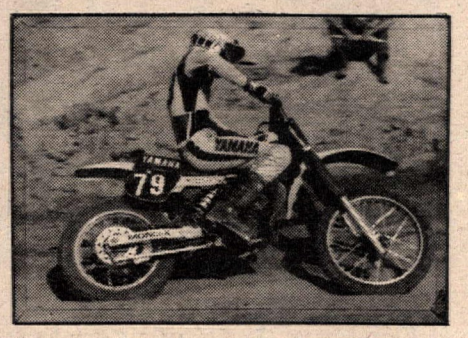
overall. "He held it wide open over a jump and jumped over my head," Martin explained after the race, "he got me in the corner. If I hadn't have shut off, we both would have gone down so I shut off." Locey was fifth ahead of Mark Murphy, Ellis, Billy Grossi, Eric McKenna and Eric Eaton, now on a Maico.

Results

MINI EX: 1. Larry Brooks (Suz); 2. Danny Storbeck (Yam); 3. Bob Moore (Yam); 4. William Surratt (Kaw); 5. Tony Flores (Yam); 6. Tyson Vohland (Hon); 7. Mike Healey (Hon); 8. Eddie Hicks (Yam); 9. Kyle Lewis (Kaw); 10. Paul Denis (Kaw).

125 PRO: 1. Scott Burnworth (Yam); 2. Ron Lechein (Yam); 3. Tim Aston (Kaw); 4. A.J. Whiting (Yam); 5. Rodney Smith (Yam); 6. Brian Myerscough (Hon); 7. Mike Fisher (Hon); 8. Troy Blake (Yam); 9. Mike Larson (Hon); 10. Rick Ryan (Suz); 11. Chris Howard (Yam); 12. Kyle Landrum (Kaw); 13. Ed Minton (Suz); 14. Mark Flesia (Yam); 15. Brad Bruns (Suz); 16. Mike Whalen (Yam); 17. Mike Beier (Yam); 18. Jim Gibson (Hon); 19. Jim Anderson (Yam); 20. Chris Heisser (Suz).

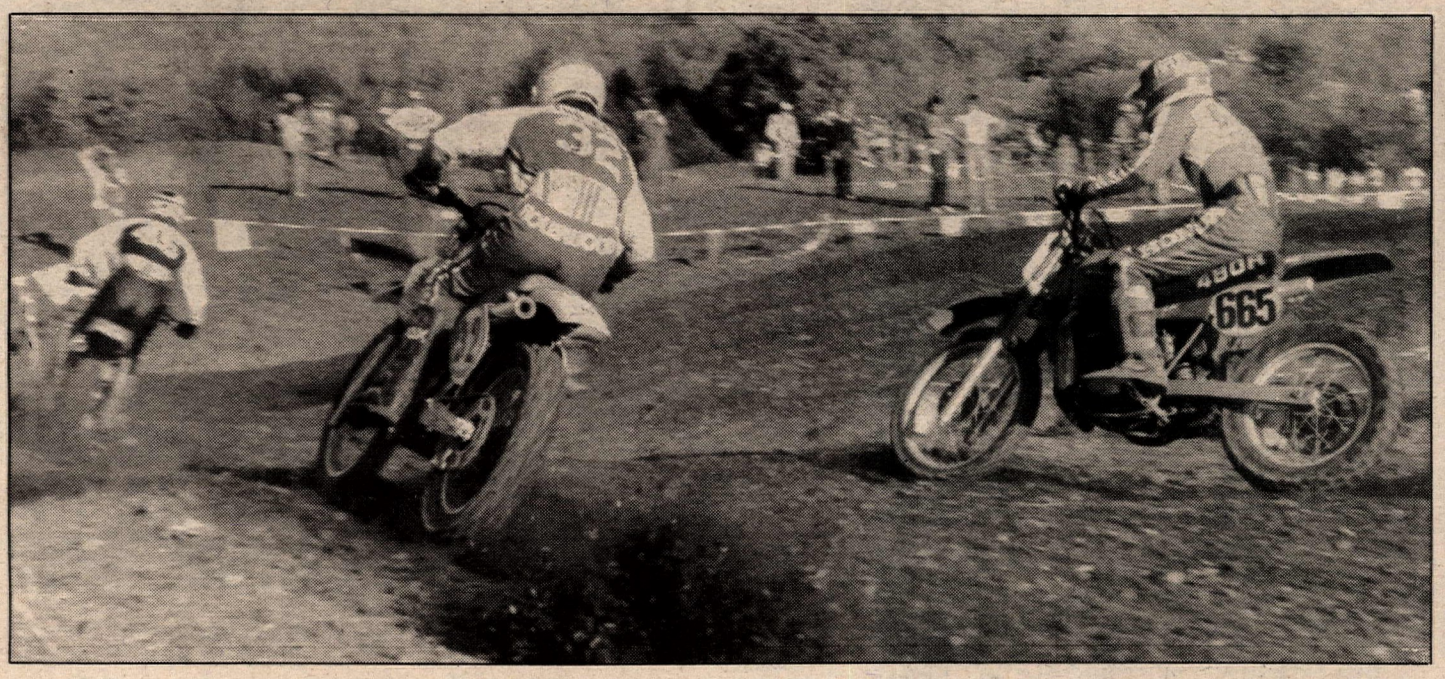
250 PRO: 1. David Bailey (Hon); 2. Broc Glover (Yam); 3. Rick Johnson (Yam); 4. Ken Keylon (Hon); 5. Mike Shoemaker (Hon); 6. Willy Simons (Kaw); 7. Doug McRae (Yam); 8. Bryan Maloney (Hon); 9.



Scott Rebuck (Hon); 10. Jim Coffey (Yam); 11. Fritz Schlegal (Suz); 12. Don Turk (Suz); 13. Larry Coleman (Hus); 14. Brian Jodry (Suz); 15. Jim Tarantino (Hon); 16. Dave Wood (Yam); 17. Dean Cates (Hon); 18. Randy Kerslake (Suz); 19. Mike Holmes (Suz); 20. Bret Smith (Hon).

OPEN PRO: 1. Mike Bell (Yam); 2. Larry Wosick (Hon); 3. Steve Martin (Hon); 4. Phil Larson (Hon); 5. Jim Ellis (Hon); 6. Bill Grossi (Hus); 7. Mark Murphy (Yam); 8. Tim Locey (Yam); 9. Eric McKenna (Yam); 10. Greg Zitterkopf (Yam); 11. Eric Eaton (Mai); 12. Clark Jones (Hon); 13. Jim Holley (Yam); 14. Brian Fry (Hon); 15. Juan Benavidez (Yam); 16. David Gerig (Hus); 17. Adam Ford (Hon); 18. Wayne Archer (Yam); 19. Kris Bigelow (Hus); 20. Scott Johnson (Mai).

(Above) Billy Liles (119) diced with Tom Rice (74) in the first turn, then went on to take the win in his first visit to Unadilla. (Below) Dave Hollis (32) got by Jeff Hicks (45) and Matt Hibbard to win the Trans-USA Title.



AMA Trans-USA MX Series: Final round

Liles styles in New York; Hollis takes title

By Tom Mueller

NEW BERLIN, NY, OCT. 10

Kawasaki Team Green's Billy Liles took his first-ever overall win in a major AMA pro event when he carded a 1-1-3 at Unadilla Valley Sport Center's Trans-USA finale.

Liles edged out Maico's Mickey Kessler in some of the best racing witnessed this season, but it was the consistent pace of Suzuki mounted privateer Dave Hollis that earned the 13th and last Trans-USA title. Hollis ran 2-6-4 for fourth overall and followed Husqvarna's Billy Grossi in the overall column.

Unadilla once again proved to be the optimum MX course in America. Riders got to break up the grass covered circuit in the first practice session, which left a loamy base which offered traction everywhere. As always, Unadilla was rough. Riders agreed that when you went fast, it was easy to get hurt.

Attendance was down, at a reported 5,200, due in part to the absence of the factory riders from Honda, Suzuki and Yamaha — with the exception of Yamaha's Jeff Hicks. Hicks had been competing in the CMC Trans-Cal Series in California with the rest of the factory riders in question. "It's pretty simple," said Hicks. "Yamaha wanted me to ride Unadilla, so I got on a plane, went home (to Ohio), got my van and here I am." Hicks finished the day sixth overall.

Spectators who did attend were, for the most part, angry and frustrated at the three factories. Petitions to boycott buying those respective brands circulated, banners that relayed anger were posted, and at one intermission fans jumped the fence and burned a Japanese flag at the top of Gravity Cavity.

Suzuki's Denny Bentley and Kawasaki's Tom Benolkin, who were fourth and seventh ranked, respectively, going into the final round, were no-shows. Sources at the track reported Bentley was discouraged after the first two rounds and pulled out, and that Benolkin was paying his own travel expenses, so he too stayed home.

Rider turnout was high — 42 International class riders and 75 Support class riders entered. No qualifiers were run for International riders, while Support riders not in the top 10 had to qualify for a slot on the gate. Mother Nature remained gracious throughout the series.

International

Donnie Cantaloupi, the winner at the previous round, holeshot moto one on an '83 KTM 495cc. The 250cc he wanted to ride didn't arrive, so Donnie headed the pack on the big bore followed by Husky's Kris Bigelow, Hicks, Liles and Honda rider Jeff Ellens. Hollis got off in 22nd and immediately began picking off riders.

Kessler powered in behind Lile and the pair moved to 2-3. Hollis wa the fastest on the track and by la three was in sixth.

Liles took the lead when Canta loupi almost flew off the track. The Cantaloupi took the lead back. The Kessler took the lead.

By the halfway point in the 2 minute plus two laps moto it wa Kessler, Liles and Hollis pulling awa Hollis took second, but Liles got back. Cantaloupi, in fifth behin Bigelow, fell. His bike kept runnin and took out Tom Rice.

Time was running out for Liles o the white flag lap; he moved o Kessler on the outside in a turn pushing Mickey aside for the lea and eventual win. Kessler got rollin for third and followed Hollis acros the line. Grossi, KTM's John Finkel dey and Bigelow — all big bore rider — were 4-5-6. Cantaloupi restarte after his crash for seventh, and wa followed by Hicks.

Bigelow, Kessler, Cantaloupi, Lile and Rice headed moto two. Kessle went out front on lap two and Lile followed for second. Cantaloupi fel hard on the low section, crawled of the track, and stayed down for a long time.

For the rest of the race it was vet eran Kessler utilizing his Maico 490c in the right places, while Liles dis played youthful abandon, tapping his '83 Kawasaki KX250 for everything it had, sideways or not. Late in the race Liles pulled off a pass and bea Kessler by five feet at the line. The two gave each other the thumbs-up sign after the finish.

Grossi edged teammate Bigelow for third, and Hollis came from mid-pack to fourth, protecting his points lead over Liles, who moved ahead o Grossi in the standings with his moto win.

"The shock went out and I was swapping pretty bad," said Cantaloupi. "I broke my (right) collarbone, but I'm going to stay and watch the races." Cantaloupi's teammate, Finkeldey, also DNF the moto with a broken brake stay arm.

Kessler holeshot moto three with Bigelow and Rice behind. A rider fell going into Gravity Cavity, and Liles got sideways when he hit the downed rider. Billy performed a miraculous save, running alongside the bike into the cavity and remounting at the bottom, never letting off the gas!

Bigelow persistently challenged Kessler and finally got by, only to crash hard on the crest of a hill. By halfway, Kessler had an 11 second lead over Grossi, Rice and Hollis. Maico's Andy Stacy and Liles were 5-6.

Liles passed Stacy, but he needed Hollis' fourth place slot for the overall win. At that point Hollis took Rice for third, then Liles squeezed out Rice for fourth, with Tom stalling his bike. Liles was soon on Hollis, and Dave wisely let him by, not wanting to risk a confrontation.

Kessler took an easy win over Grossi, with Liles heading series winner Hollis across the line. Stacy was fifth ahead of Finkeldey and Rice.

"I had a bit of trouble staying on two wheels in the third moto," said Liles. It was his first visit to the track. "The Open bikes got the jump off the gate, otherwise it was even. Heck, I go for it, it's the only way!" Liles then gave the trophy gal a very long kiss.

Hollis looked unhappy in winner's circle. "I'm not happy with how I rode, but I did what I had to do. I hurt my ankle in the second moto, and in moto three the foot peg spring was gone — I stepped down and jammed my foot on the ground. I hope this gets me a ride for '83, otherwise I don't know. My dad helped me

through this year. I would have liked to have seen all the factory riders come here on production bikes. It would have been an interesting race." Hollis thanked his mechanics, Mike and Jim Pryor, WP Racing and Moto-X Fox for their help this season.

Support

Big bore Husqvarna rider Ken Briggs posted a 1-1-1, the only perfect score in the series, for the overall win. Honda CR480R rider Joe Baker held on to his points lead and took the Support title.

In moto one Glenn Gracey took the holeshot, the but David Hand skyrocketed past over a jump. Briggs moved up from a fair start and soon had the lead for good. Hand hounded Briggs to the finish, but Briggs made no errors. Terry Tucker moved his Yamaha to third, and KTM rider Mark Barr, who was second in the series points standings, moved from the back to fourth. Baker never really got rolling and finished 11th. Barr picked up eight points on Baker, dropping Baker's lead to 10.

In moto two Chris Swank took the holeshot, but within a lap Briggs again led for good. Both Baker and Barr were buried in the back of the pack. Briggs won again and Mark Butler moved his 250cc Honda to second with steady riding. Ed Szulecki ran a close race over Terry Tucker for third. Barr finished 10th, Baker 12th, narrowing Baker's point lead over Barr to eight.

Butler put Tucker in tow off the start of moto three, but Briggs slammed past the leaders to lead before halfway. Barr was running fourth and putting in his final effort at taking the title, but crashed on a back section uphill and went out of contention. Briggs ran into trouble when the pipe on his Husky split near the end of the race, but he nursed it home for his third win. Tucker, Butler and Keith Mann completed the top four, making for a District 6 sweep. Baker cruised home in 11th, locking up the title.

"I'd like to thank Husqvarna, Dad and Mom, and all the folks in District 6 for their support," said Briggs. "This was my third Pro race, and the first one where I ever even finished the first moto. I always got hurt otherwise."

"I wasn't too happy with today, but I did what I had to do. I got knocked down on two of the three starts. Maybe I'll head to Florida and start training for next year," said Michiganite Baker. ●

Results

INTERNATIONAL: 1. Billy Liles (Kaw) 1-1-3; 2. Mickey Kessler (Mai) 3-2-1; 3. Billy Grossi (Hus) 4-4-2; 4. Dave Hollis (Suz) 2-6-4; 5. Tom Rice (Suz) *-3-7; 6. Jeff Hicks (Yam) 8-11-11; 7. Jerome Heiberger (Mai) 9-7-15; 8. John Finkeldey (KTM) 5-*-6; 9. Kris Bigelow (Hus) 6-5-*; 10. Mark Garrison (Yam) 18-8-9; 11. Fred Vertucci (Suz) 11-18-8; 12. Steve Burdewtte (Suz) 15-10-13; 13. Jim Mitchell (Suz) 16-11-14; 14. Tom Carson (Mai) 13-17-12; 15. Dan Wallace (Hon) 14-9-20; 16. Doug Jackson (Yam); *-14-10; 17. Andy Stacy (Mai) *-*-5; 18. Johnny Spaw (Hon) 19-13-17; 20. John Savitski (Suz) 10-*-*.

* denotes placing out of top 20.

SUPPORT: 1. Ken Briggs (Hus) 1-1-1; 2. Terry Tucker (Yam) 3-4-2; 3. Ed Szulecki (Hon) 7-3-6; 4. Mark Butler (Hon) 15-2-3; 5. Glenn Gracey (Mai—5-6-7; 6. Carl Hand (Hus) 6-8-5; 7. David Hand (Hon) 2-*-8; 8. Mark Barr (KTM) 4-10-17; 9. Joe Baker (Hon) 11-12-11; 10. John Amerman (Suz) 9-14-12; 11. Chris Swank (Hon) 8-9-18; 12. Mark Page (Suz) 12-16-10; 13. Mike Robinson 16-13-13; 14. Robert Cullen (Hon) 10-11-*; 15. Keith Mann (Hon) *-*-4; 16. Steve Tomfeld (Suz) *-15-9; 17. Harold Robison (Hus) 17-7-*; 18. Matt Manfred (Hon) *-5-*; 19. Wendell Giles 14-*-16; 20. Alan Wickstrand *-18-14.

TRANS-USA FINAL POINT STANDINGS

INTERNATIONAL: 1. Dave Hollis (183); 2. Billy Liles (175); 3. Billy Grossi (174); 4. Kris Bigelow (125); 5. Mickey Kessler (110); 6. Denny Bentley (104); 7. Donnie Cantaloupi (88); 8. John Finkeldey (81); 9. Jerome Heiberger (66); 10. Tom Benolkin (62); 11. Doug Jackson (61); 12. Andy Stacy (59); 13. Steve Burdette (58); 14. Tom Carson (57); 15. Johnny Spaw (55); 16. Dan Wallace (52); 17. Jim Mitchell (48); 18. Jeff Surwall (45); 19. (TIE) Mike Twigg/Mark Garrison (37).

SUPPORT: 1. Joe Baker (165); 2. Mark Barr (151); 3. Chris Swank (99); 4. Steve Tomfeld (95); 5. Chris Heyrman (91); 6. Carl Hand (86); 7. Harold Robison (85); 8. Ken Briggs (75); 9. (TIE) Jeff Stevenson/William Bowman (74); 11. (TIE) David Hand/Terry Tucker (60); 13. Michael Robinson (57); 14. Troy Luhman (55); 15. Ed Szulecki (49); 16. Mark Butler (48); 17. Glenn Gracey (45); 18. Matt Manfredi (44); 19. Mike Carey (43); 20. Kevin Gilchrist (42).

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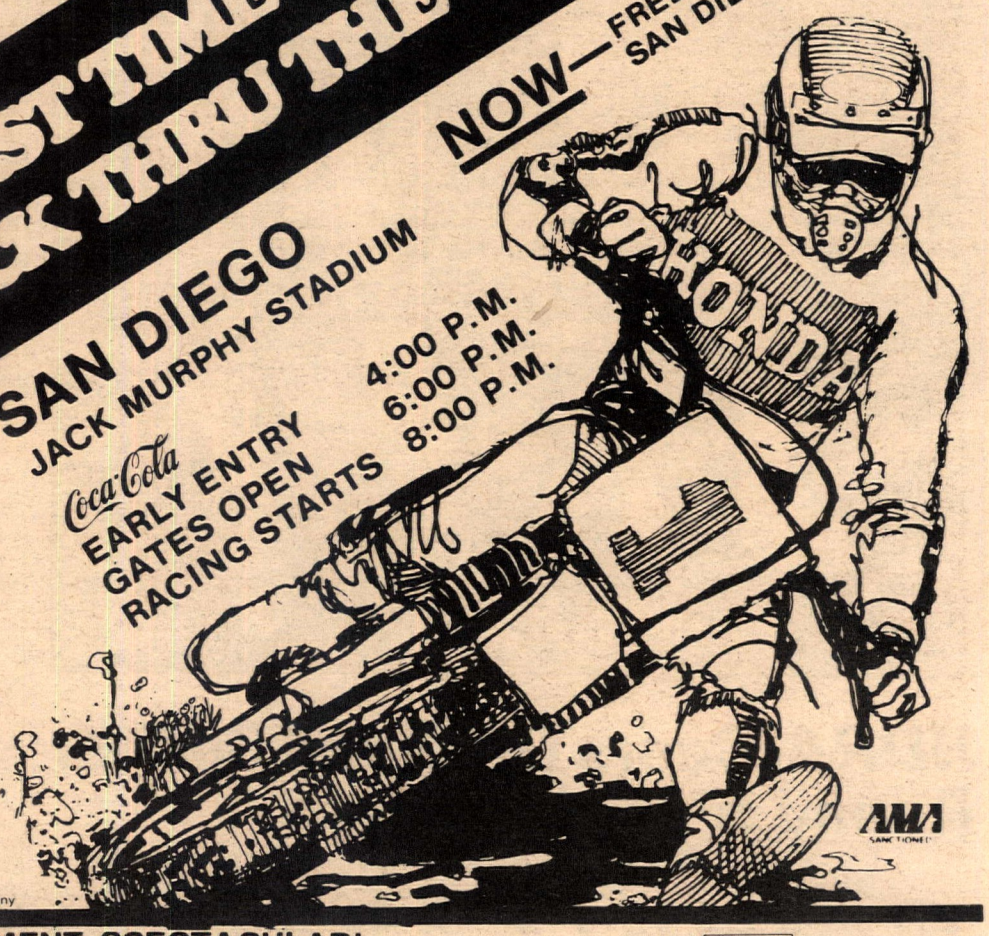

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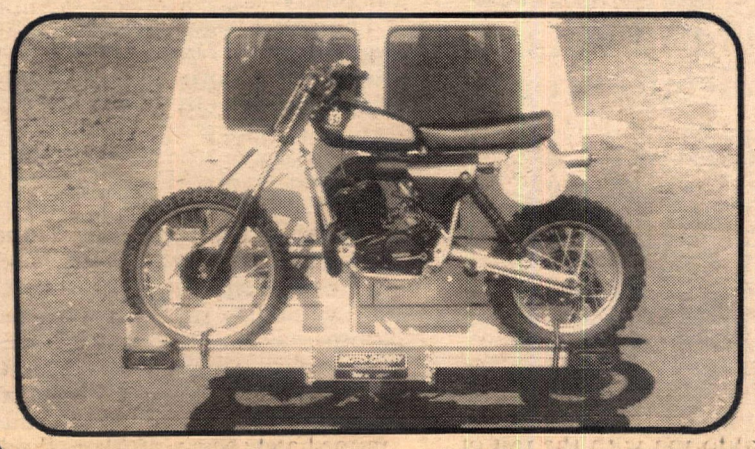

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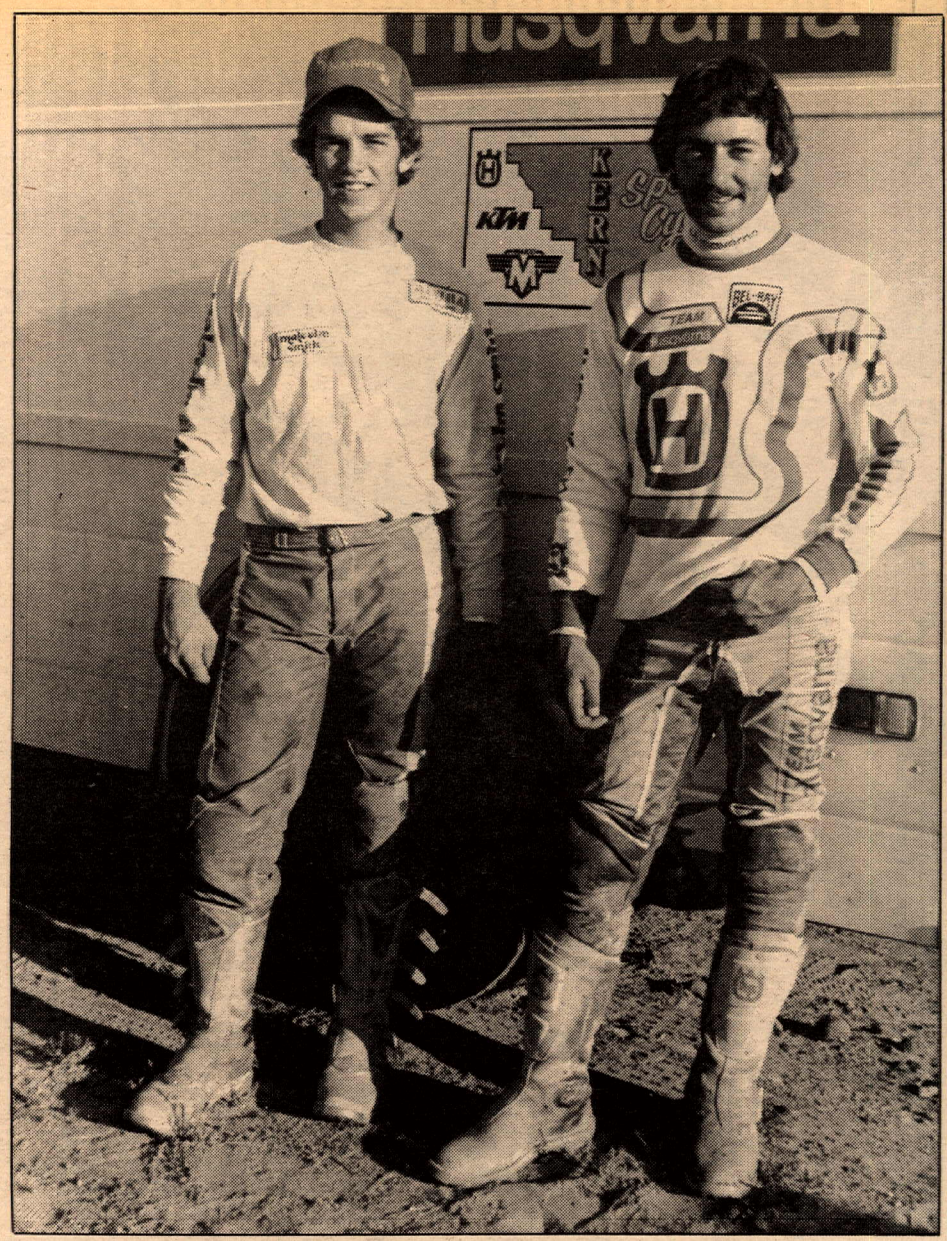
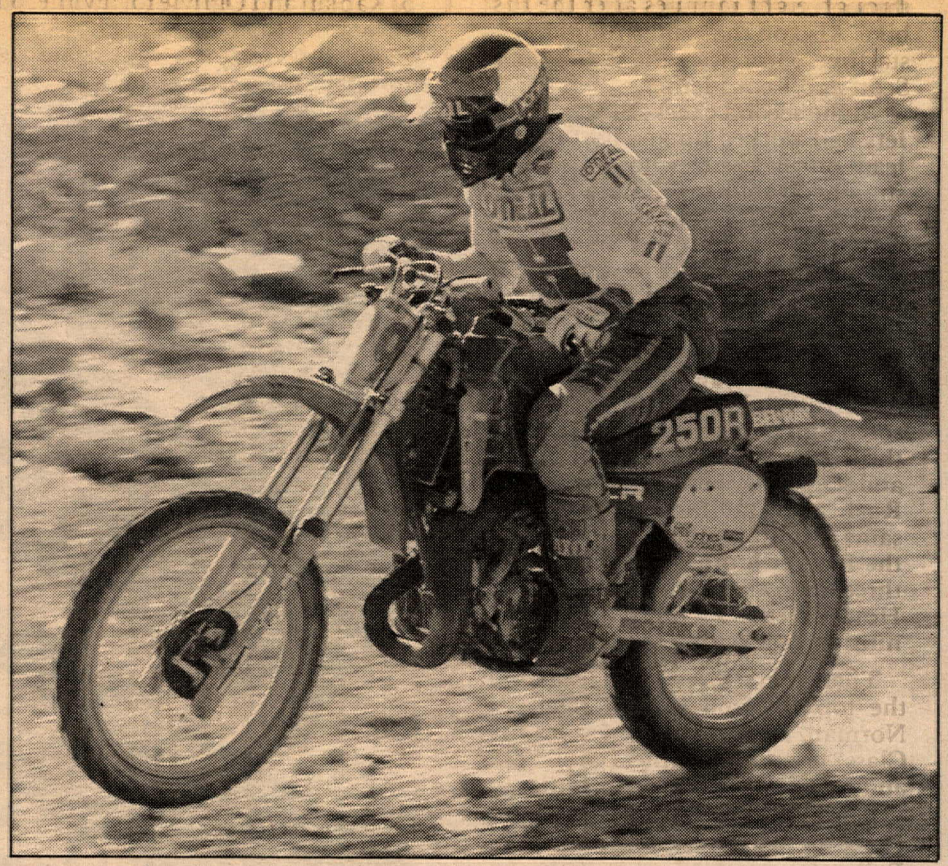




(Above left) Dan Smith (left) and Dan Ashcraft were the overall winners in this first event of its kind. (Top) Jeff Kaplan teamed with Bruce Ogilvie for second. (Above) A.C. Bakken and Gary Jones finished third.

HDRA/Coors Off-Road Series: Round 5

Smith/Ashcraft roost to Reno for Frontier 500 victory

By Dale Brown
Photos by Lance Bryson and Brown

LAS VEGAS/RENO, NV, OCT. 16

Overcoming a few mechanical misfortunes along the way, Dan Smith and Dan Ashcraft rode their six-speed Husky 500 to take the overall win in the Las Vegas to Reno Frontier 500 off-road race. Their time of nine hours, five minutes and and 23 seconds in the High Desert Racing Association's 450-mile event won them overall honors. They were a scant two minutes in front of the first four-wheel entry, which was driven by ISDE gold medalist Jack Johnson.

Fifteen minutes in arrears of the overall winners, Bruce Ogilvie and Jeff Kaplan took their Honda to the 250cc class win. The third motorcycle to finish, after having led the early part of the race, was the Husky belonging to Class 30 winners A.C. Bakken and former three-time AMA National MX Champ Gary Jones. Rounding out the top five bikes were second 250cc team Chuck Rush/Doug Stadtlandler (KTM) and Class 30 runners-up Rick Shirey/Smokebomb Gaetz (Yam).

The first 125cc entry finished eighth among the bikes and was the Husky of Daryl Folks and Scott Morris. To complete a near Husqvarna sweep of the event, Morris Norman and Art Knapp won Class 38 and finished 10th among the 23 motorcycles that made the distance. There were 57 entries and 50 starters.

This race, sponsored by the Frontier Inn, Coors, Datsun and the Peppermill Inn, was the first point to point event in the western half of the U.S since 1916. It required almost 13 months of planning, work and coordination between promoter Walt Lott, the BLM, local governments and others.

The course began just south of Las Vegas at Sloan. From there it headed toward the California/Nevada border, then began the climb north at Pahrump. From there it paralleled Hwy. 95 north past Beatty, Goldfield, Tonopah and Gabbs. There the course hooked west towards Reno, and was scheduled to finish in town. Rains a few weeks before the race, however, forced organizers to end the race at Weeks, about 80 miles from the original finish.

The first motorcycle was given the green flag at 6:32 a.m., with one bike starting every 15 seconds thereafter. The first 100 miles would prove to be the roughest part of the course for many. While there was silt through much of the going, about 50 miles out on the course was the beginning of a silt bed section that blinded riders — to the point where many could not see their own handlebars — and buried several car entries.

After starting 12th, A.C. Bakken and his Pro-Circuit Husky were first into the first check, located near Lathrop Wells. Chuck Stearns was second in on the Team Honda CR480, but since he had started 34th, he had the lead on elapsed time. The Honda team changed riders at the check, with Lee Scheffers taking over the controls.

Chuck Rush and Dan Smith came through about three minutes after the first two, with Smith having started right behind Stearns while Rush was fifth off. "From Vegas to Lathrop Wells was just a killer," said Smith, "It was really hard and the dust was bad." Ashcraft took over at the check, but didn't get very far before the bike dropped the first of four silencers it would lose on the day.

Early starters Shirey/Gaetz, David Wasden/Mike Mulconery (Yam) and Doug Winchell/Steve Webb came

through eight minutes after the first bike. Also on that same minute, after starting 53rd, was the Yamaha of Scott and Kent Pfeiffer.

At the second check, Beatty, Scheffers had worked up an eight-minute lead on Bakken, who was riding straight through to the halfway point. Ashcraft had passed Bakken on the way to Beatty, but lost six minutes when he pitted before town to replace his lost silencer and remount the pipe. Fourth into the check — located where a sandwash ran right through the middle of town — was the Dick Allen Yamaha/Answer Products-sponsored Shirey/Gaetz duo, followed by the Team Honda CR250 of Kaplan and Ogilvie, with Kaplan aboard. Rush and Stadtlander were on the same minute as the Honda, as were the Pfeiffer brothers, to put the first three 250s all on the same minute. However, the Pfeiffers were beginning to slow with a broken pipe.

There were three class leaders in the top six, and behind them the Norman/Knapp Husky was leading Class 38 at 10th while Daryl Folks and Morris led the 125s in 14th.

Running 12th overall, second in Class 38, was Daryl's father, Casey Folks. Casey, the leader of the Las Vegas off-road motorcycling community and the man credited by many for gaining motorcycle participation in this race, was riding with Max Switzer in Class 38. The duo had one of the more unusual sponsorship packages in the race: Sportsman Cycle and the Cottontail Ranch.

The third check was in the historic mining town of Goldfield. Ashcraft had taken the lead, despite the earlier downtime, when Scheffers reportedly suffered ignition problems on a dry lake bed between the two checks. Smith took over at Goldfield with a four-minute lead on Kaplan and Ogilvie. Now up to third after running seventh at the previous check was the Soul Auto Body/Vegas Cycle Center/O'Neal Maico 490 of Anthony Pasqualotto and Kevin Welch. They were only a minute behind Kaplan and Ogilvie.

Bakken lost time near the end of his stint when he thought he had lost a chain. He hadn't, but the countershaft sprocket was nearly stripped. A.C. managed to tighten the chain enough to get to the pit, but they had to replace the offending part with a larger sprocket, lowering their gearing. They were fourth through the check, followed by the Motorcycle Tire Center/KTM America entry of Rush and Stadtlander. Winchell and Webb were running sixth ahead of Wasden and Mulconery.

The race continued north to Tonopah, where Smith had a two-minute lead on Ogilvie. The Honda lost time at Tonopah when the air filter and rear brake springs had to be changed. Pasqualotto was third, a minute behind, with Bakken and Jones fourth, three minutes away.

Despite their silencer problems, Smith and Ashcraft held a five minute lead at the fifth check, Gabbs, where they changed another one. Kaplan and Ogilvie maintained second with Pasqualotto and Welch third. Jones, riding his half of the race, held fourth. The top four ran in a space of 11 minutes, and were at least 16 minutes ahead of the rest of the pack, led by Rush and Stadtlander. Jack Johnson, who had the four-wheel lead since the second check, had caught up to all but the first 15 bikes.

There was little that happened to the leading Husky in the final leg, but Pasqualotto and Welch were forced from the race with unknown problems. Jones caught up to the Honda of Kaplan and Ogilvie for awhile, but then a flat tire slowed his charge.

Ashcraft took the checkered flag minus his last silencer. His gas crew didn't make it to the final road crossing, so he had to borrow gas there after stopping at several pits before finding one with pre-mix. Later, Ashcraft recalled, "We were down 12 minutes at Beatty. I caught up to Scheffers at the dry lake before the Scotty's Road crossing, and he had his bike laying on the ground. We were in the lead at that point, although A.C. was still a minute ahead of him. I passed him at the Lida Junction highway crossing and we led from there."

Ashcraft also added a note of thanks to Husqvarna, Bel-Ray, Scott USA, Champion, and "Butch Smith, for working on the bike." Dan Smith voiced his appreciation to Kern Sport Cycles, Maxima and Malcolm Smith. The pair won $1350 in purse money.

Ogilvie and Kaplan finished with an ET of 9:20.26 for the 250cc class win. "We had a few problems," said Kaplan later, "But they had their share of problems too. Everybody — Jones . . ." Ogilvie chipped in, "For a 250 we hauled ass, as fast as that course was. In the morning, I'd pick better lines, but then we'd get to the silt and I'd get out-horsepowered and then pretty soon I couldn't see and I'd have to slow down."

In his first desert event in several years, Jones crossed the line third for a time of 9:29.22 and first in Class 38 along with Bakken. "It was pretty easy since it was all roads," said Jones, "But I had a couple of flats, one front and one rear. When we had to change the countershaft sprocket after A.C. came in, it was geared too low. So for the rest of the race I couldn't go on the straightaways, but when it got rough I made some time up."

Fourth overall, was the second 250cc team of Rush and Stadtlander, the first Nevada team to finish. "We had a pretty good ride," related Rush, adding, "Our pipe disintegrated about 100 miles before Gabbs. We had to ride the rest of the way holding it wide open. Other than that we had a pretty uneventful day. Our whole strategy was just to maintain and finish." Their elapsed time was 9:52.12.

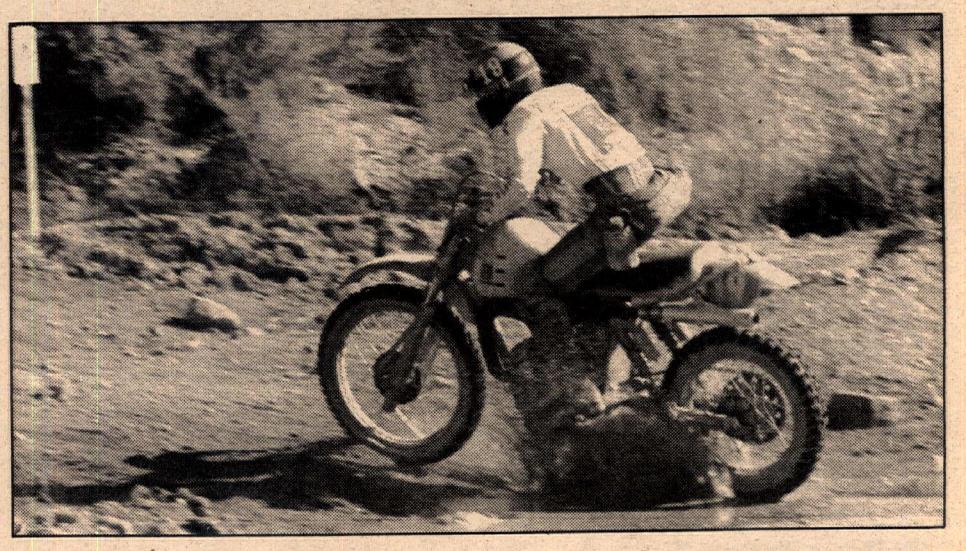
Fifth overall, with a time just 14 seconds over 10 hours flat, was the second place Class 30 team, Shirey and Gaetz. Just two minutes in back of them was the second Open team of Wasden and Mulconery. They were sponsored by Oeg Equipment Rentals, Montclair Yamaha and Terrycable.

Seventh went to the Honda Shop/D&S Waste Removal/Widmur & Guy CPA-sponsored Honda of Nevadans Darrol and Kevin Brown. Behind them were the first 125cc finishers, Folks and Morris. Morris had the toughest part of the race when he got to the rider changeover point at Gabbs and Folks wasn't there. "My rear brakes went away right after Gabbs," said Morris, "Plus the confusion in the pits. I rode all the way from Tonopah." Their entry was sponsored by Husky and Sportsman Cycle.

Right behind them at eighth overall was the first Class 38 machine of Norman and Knapp. "We had a helluva ride," grinned Knapp. "Good course, good course. I had a flat that I had to ride from Gabbs, so it was a tough one. (Gary) Charters passed me a few miles from the end, and I knew I had to stay with him." Their Husky was sponsored by Jones Goggles and Pro-Circuit.

Although they reached the checkered flag before Knapp and Norman, elapsed time spelled second by four minutes for Charters and Steve Hurd. Their Motorcycle Doctor-backed Honda thumper ran well most of the way, with the exception of the rear brake going away and the front brake locking on Charters, spilling him on the pavement at Gabbs. Like Morris, Charters had to ride the majority of the race when he beat Hurd to the pits at Goldfield. Hurd, it should be noted, was pleading with security officers to let him into the pit when Charters went past.

All of the 23 finishers were in in under 12 hours, with the dust the big story among the survivors. •



(Top) Chuck Rush rushed to fourth bike. (Above) Scott Morris and Daryl Folks splashed to first 125cc. (Below) Fifth overall Rick Shirey found time for a wave. (Below right) Chuck Stearns and Lee Scheffers led early, but DNF.

Results

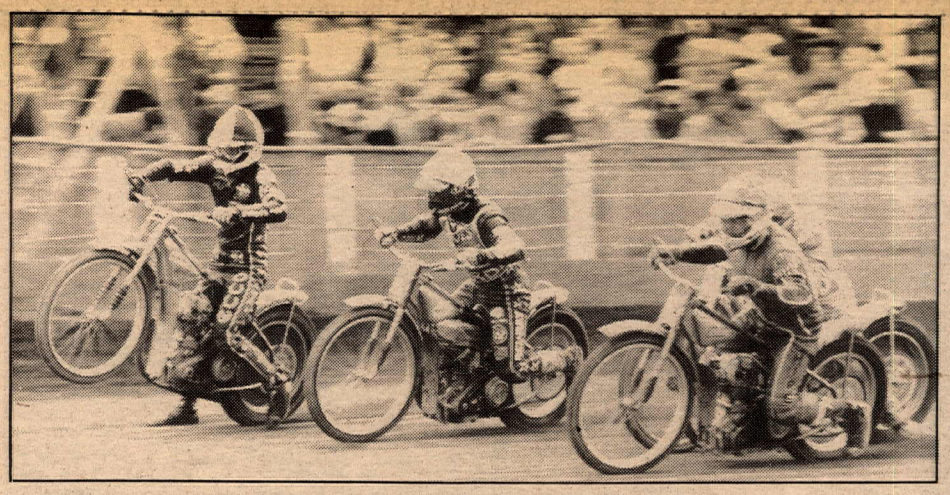
OPEN: 1. Dan Smith/Dan Ashcraft (Hus); 2. David Wasden/Mike Mulconery (Yam); 3. Darrol Brown/Kevin Brown (Hon); 4. Bill Boyer/Steve Gildea (Hon); 5. Scott Pfeiffer/Kent Pfeiffer (Yam); 6. Charles Smart/Buzz Presser (Yam); 7. Max Eddy/Charles Haislip (Yam); 8. Conrad Stitser/Charles Holcomb (KTM); 9. Tom Gardner; 10. Bill Harris/Steve Subith (Hon).

250: 1. Bruce Ogilvie/Jeff Kaplan (Hon); 2. Chuck Rush/Doug Stadtlander (KTM); 3. Doug Winchell/Steve Webb (Kaw).

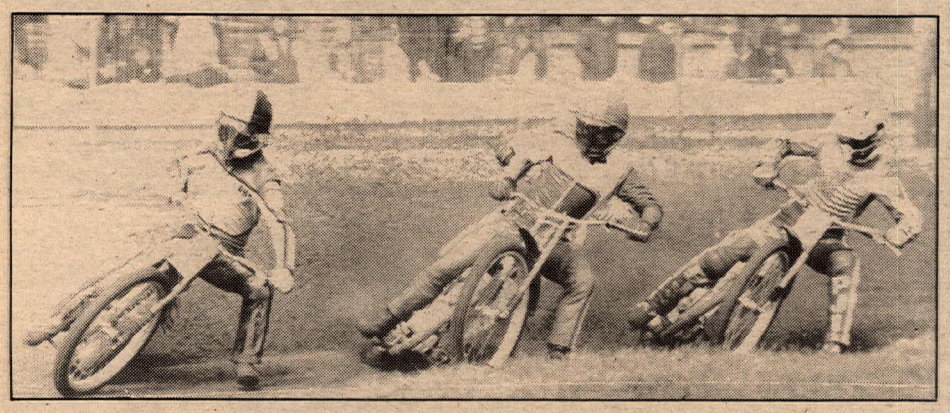
125: 1. Daryl Folks/Scott Morris (Hus).

CLASS 30: 1. A.C. Bakken/Gary Jones (Hus); 2. Rick Shirey/John Gaetz (Yam); 3. Russ Jones/James Vincent (Hus); 4. Jim Draves/Bob Dahlgren (Hus); 5. Jim Clapp/Ken Cox (Hus).

CLASS 38: 1. Morris Norman/Art Knapp (Hus); 2. Gary Charters/Steve Hurd (Hon); 3. Jay Weaver/Charley Morris (Hus); 4. John Etchart/Dave Wood (Yam); 5. Casey Folks/Max Switzer (Hus).



(Above) Tommy Knudsen leads USA's Bobby Schwartz and Aussie Billy Sanders. (Below) Shawn Moran goes around the outside of Knudsen.



Lance King trails Erik Gunderson and Larry Ross.

Shawn Moran and Lance King share the shade of an umbrella.

U.S. dominates international speedway tournament

By John Hipkiss

The last team event on the international speedway calendar for the 1982 season, was an international meet involving four rider teams from America, England, Denmark and Australasia, contested over four meetings at Cradley Heath, Reading, Sheffield and Eastbourne.

World Team Champions America continued to dominate the international arena, winning three of the four meets with comparative ease, with the whole affair taking on a Disneyland-type carnival attitude.

USA 35, England 28, Denmark 27, Australasia 17

CRADLEY HEATH, ENGLAND, SEPT. 26

Inspired by Dennis Sigalos, who recorded three fine race wins, America comfortably beat the opposition on a track made heavy by the weekend's wet weather.

There was little between the four teams in the early stages, with six points separating leaders Denmark and last placed Australasia after 10 of the 18 heats.

The Americans drew level with the Danes in heat 11 and were never headed from then on.

Heat 15 produced the highlight of the day — it was won by Cradley's American favorite Lance King following a hair-raising four-lap race with fellow Cradley rider Alan Grahame.

Shawn Moran more or less settled the issue in the next race when he won over Denmark's Preben Eriksen and England's Cris Morton.

With Peter Collins unbeaten going into race 17, England had hopes of forcing a last heat decider. But Collins ran last as Bobby Schwartz picked up two more points behind Dane Erik Gundersen.

Results

USA, 35: D. Sigalos (10); B. Schwartz (8); S. Moran (8); L. King (8); B. Oxley (res/1).
ENGLAND, 28: P. Collins (9); K. Carter (7); Phil Collins (res/5); C. Morton (4); Alan Grahame (3).
DENMARK, 27: T. Knudsen (9); E. Gundersen (6); P. Eriksen (5); O. Olsen (4); P. Ravn (res/3).
AUSTRALASIA, 17: B. Sanders (6); S. Regeling (4); L. Ross (3); S. Baker (res/3); B. Cribb (1).

Second test
USA 46, England 29, Denmark 23, Australasia 10

READING, ENGLAND, SEPT. 27

America assumed an unbeatable lead in the series by winning the second test on a track which was ideally suited for the American's style: deep and wet.

It was a fair indication of the U.S. dominance that only once did they fail to finish first or second, and that was race four when Shawn Moran finished last after suffering an engine failure on the first lap.

The deep conditions were well suited for the Americans as they were spearheaded by home track rider Bobby Schwartz and world number three Dennis Sigalos, both only dropping one point each. Schwartz dropped his to America's favorite *(??...Editor.)* overseas rider Kenny Carter and Sigalos to Danish whizkid Tommy Knudsen.

Results

USA, 46: B. Schwartz (11); D. Sigalos (11); S. Moran (9); R. Preston (9); B. Oxley (res/6).
ENGLAND, 29: 1. K. Carter (11); G. Kennett (5); M. Simmons (5); Alan Grahame (5); T. Hunt (res/3).
DENMARK, 23: E. Gundersen (8); T. Knudsen (6); P. Eriksen (4); P. Ravn (3); F. Thomsen (2).
AUSTRALASIA, 10: S. Baker (3); B. Sanders (2); J. Titman (2); S. Regeling (2); L. Ross (1).

Third test
Denmark 35, England 30, USA 23, Australasia 20

SHEFFIELD, ENGLAND, SEPT. 30

America's walkover of the series came to an abrupt end at the Sheffield track, where they slumped to third place, only managing to clear three more points than Australasia — remember them?

Big, bad Brad Oxley, again riding reserve, saved the day by scoring 10-hard earned points, winning his first two rides. After six heats America looked set to record their third win and wrap up the series. Even though Steve Gresham had failed to arrive, they were four ahead of the Aussies and six clear of Denmark, with England last on four points.

But in the next six heats America could only muster four points, which left them behind the Danes and a rejuvenated England team.

The Danes then pulled back the points by winning four of the last five races and finishing second in the last heat to leave England five points behind.

The loss of Dennis Sigalos — riding for Ipswich — proved crucial to the Americans, whose two previous victories had been spearheaded by the world number three.

Results

DENMARK, 35: H. Nielsen (11); T. Knudsen (10); E. Gundersen (7).
ENGLAND, 30: K. Carter (10); C. Morton (7); Peter Collins (5).
USA, 23: B. Oxley (res/10); S. Moran (8); S. Autrey (3); R. Preston (2).
AUSTRALASIA, 20: L. Ross (5); B. Sanders (5); M. Shirra (5).

USA 46, Denmark 36, England 25, Australasia 1

EASTBOURNE, ENGLAND, OCT. 3

America clinched the series 3-1 by winning the final meeting, with a 10-point victory over nearest rivals England.

Shawn Moran scored an untroubled maximum 12 points and teammates Bobby Schwartz and Dennis Sigalos lost just one point each, to Denmark's Erik Gundersen and Tommy Knudsen respectively.

But the supporters of the Sussex track were far from happy and found that they couldn't enjoy the success of the Americans as program misprints meant continual changes (the life blood of any speedway meeting in England is the program). Add to that the dismal performance of the Aussies and the whole series had taken on a *Fawlty Towers* type episode.

The Australasian team could only score one point between them, and that was from Mark Martin, a National League *(England's equivalent to Second Division...Editor)* rider who earlier had found it difficult to find any team to ride for, let alone ride in an international event. The Aussies couldn't even find anybody to ride in one race.

Results

USA, 46: S. Moran (12); B. Schwartz (11); D. Sigalos (11); R. Preston (7); B. Oxley (5).

DENMARK, 36: E. Gundersen (10); B. Petersen (9); H. Nielsen (8).

ENGLAND, 25: G. Kennett (7); P. Woods (res/7); K. Carter (6).

AUSTRALASIA, 1: M. Martin (1).

Germans dominate Long Track Final

By John Hipkiss

KORSKRO, DENMARK, SEPT. 19

West German Karl Maier regained the World Long Track Speedway title for the second time in three years, before a packed crowd of 32,000 in Denmark.

Long track racing is held on tracks of about 1,000 meters and is extremely popular in West Germany so it was not surprising that Germans filled the first three places, with Alois Wiesbock second and Egon Muller third; both were former title holders.

Maier, who gave Godden GR engines their first world title, dropped only one point to England's Peter Collins (Wes), who had set the fastest time in practice. But Maier made no more mistakes as he beat Ivan Mauger in his semi and then went on to take the crown from Muller and Wiesbock, all within two points of each other, in the final race.

America's sole representative, California's Bobby Schwartz, saw his hopes of a semi final place dashed after he crashed in heat eight when he tangled with England's Cris Morton going into the first bend and earned himself an exclusion. Schwartz collected four points to finish 14th out of 18 riders. He was unhurt in the incident.

Top Englishman was Peter Collins who finished fourth with 15 points, which included a fine win from the back over Maier and Ivan Mauger in the third heat.

The scoring system on the long track is five points for a win, and with six riders per race the last rider fails to score. Riders race three heats, with the top-ranked going to a semi and a final; total possible points being 25.

Results

1. Karl Maier (WG) 24; 2. Alois Wiesbock (WG) 22; 3. Egon Muller (WG) 21; 4. Peter Collins (Eng) 15; 5. Georg Gilgenreiner (WG) 15; 6. Ivan Mauger (NZ) 14; 7. Ole Olsen (Den) 11; 8. Anders Michanek (Swe) 9; 9. Hans Nielsen (Den) 8; 10. Christoph Betzl (WG) 7; 11. Georg Hack (WG) 7; 12. Marcel Gerhardt (Switz) 6; 13. Simon Wigg (Eng) 5; 14. Bobby Schwartz (USA) 4; 15. Chris Morton (Eng) 4; 16. Josef Aigner (WG) 4; 17. Jiri Stancl (Czech) 4; 18. Phil Collins (Eng) 0.

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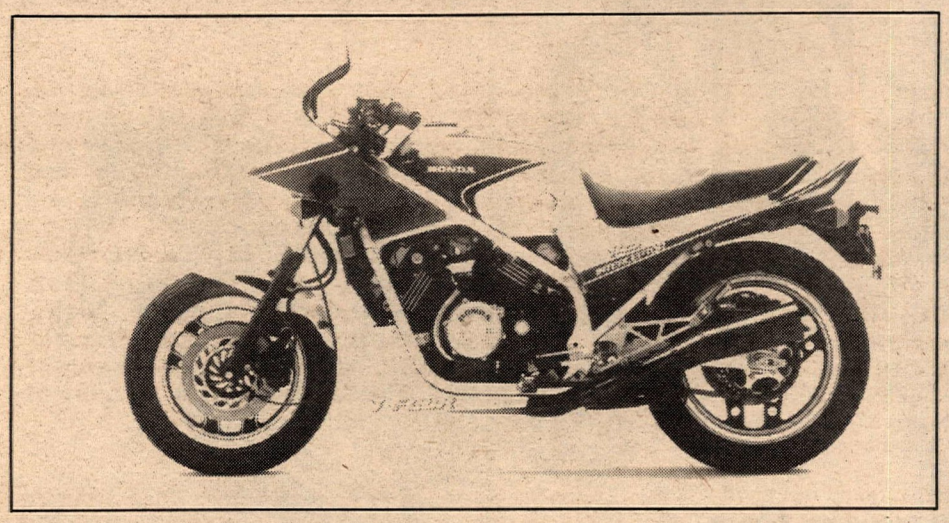
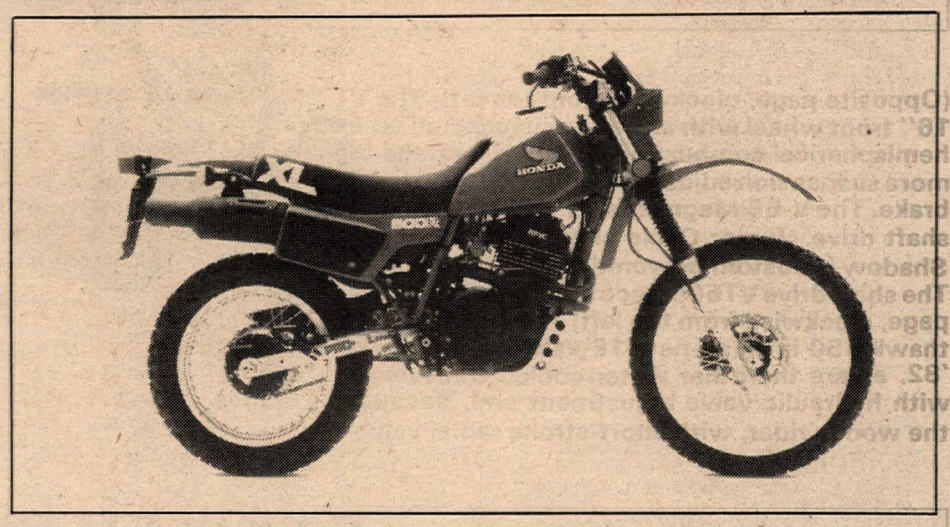
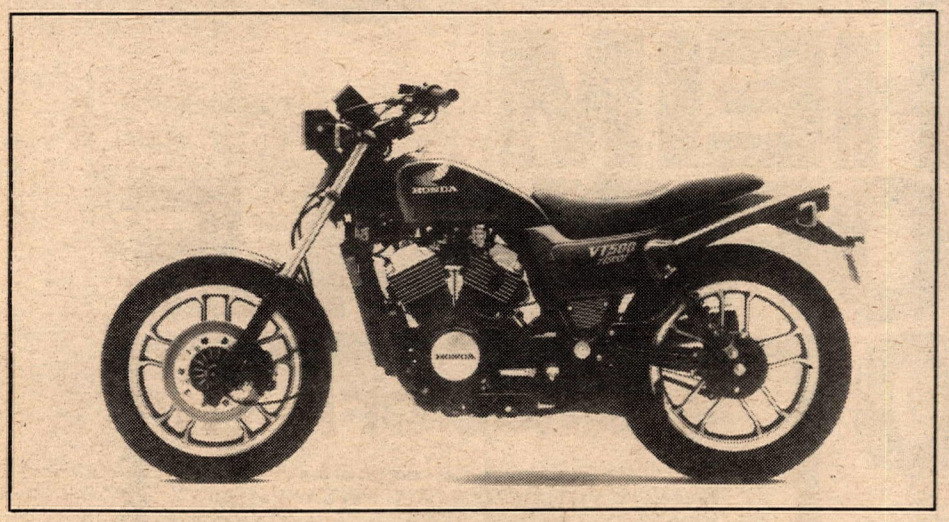
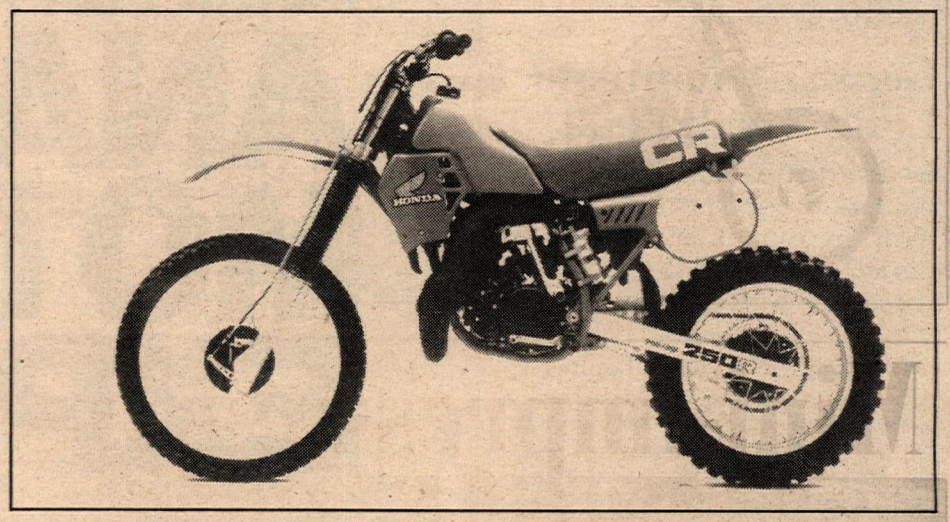
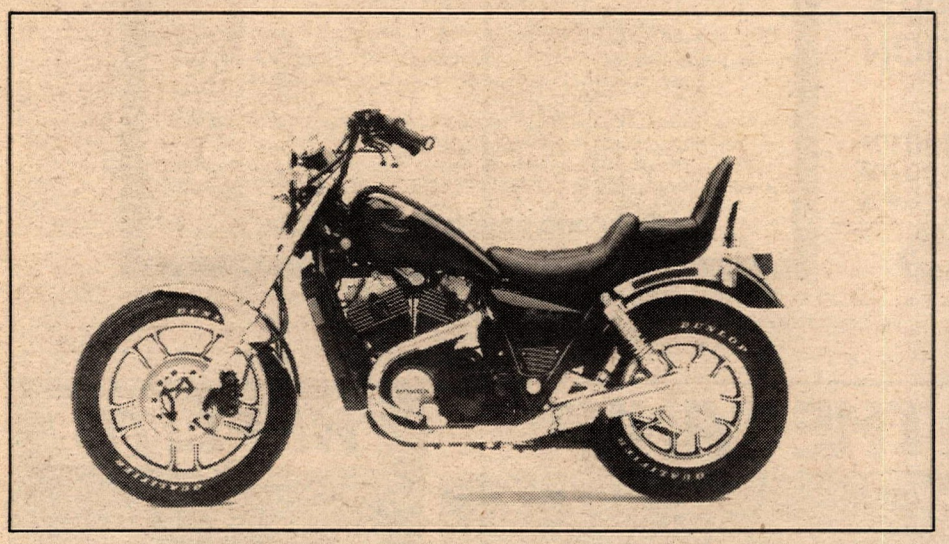
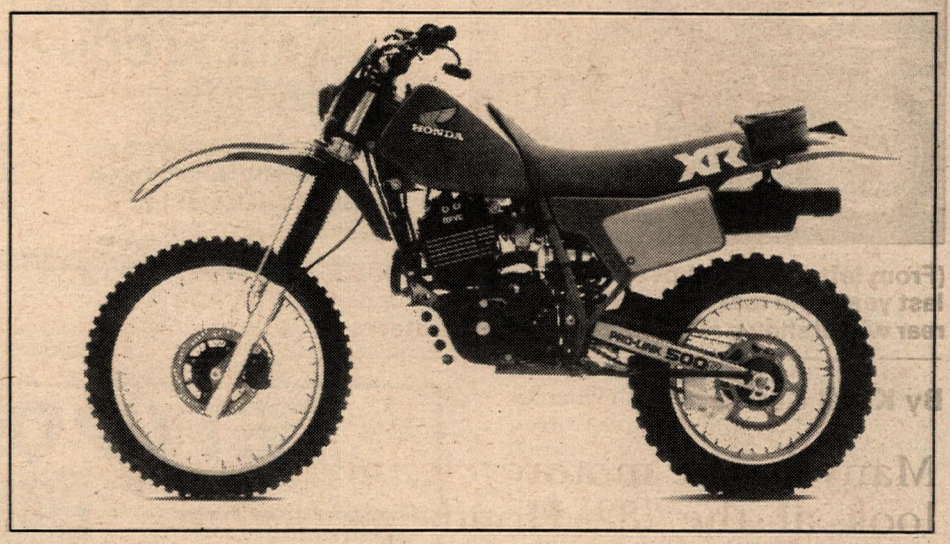


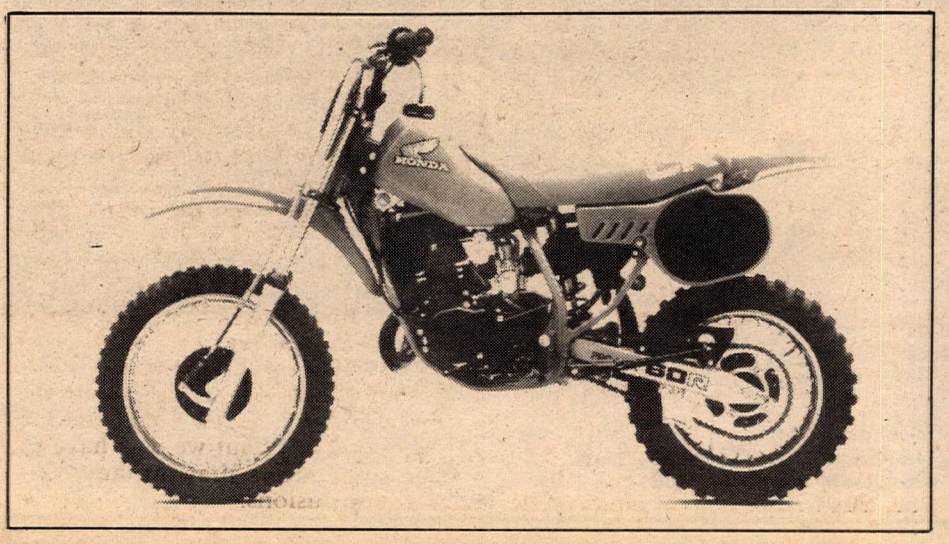


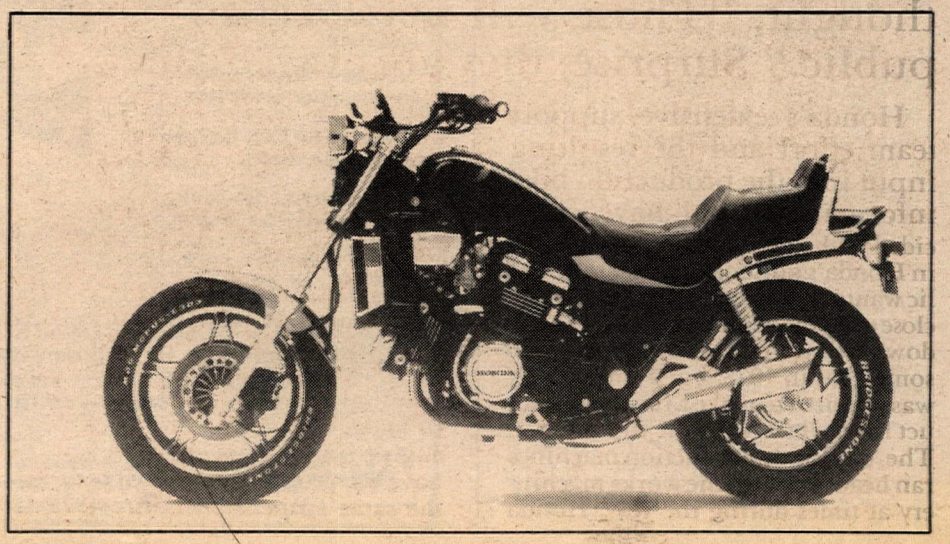


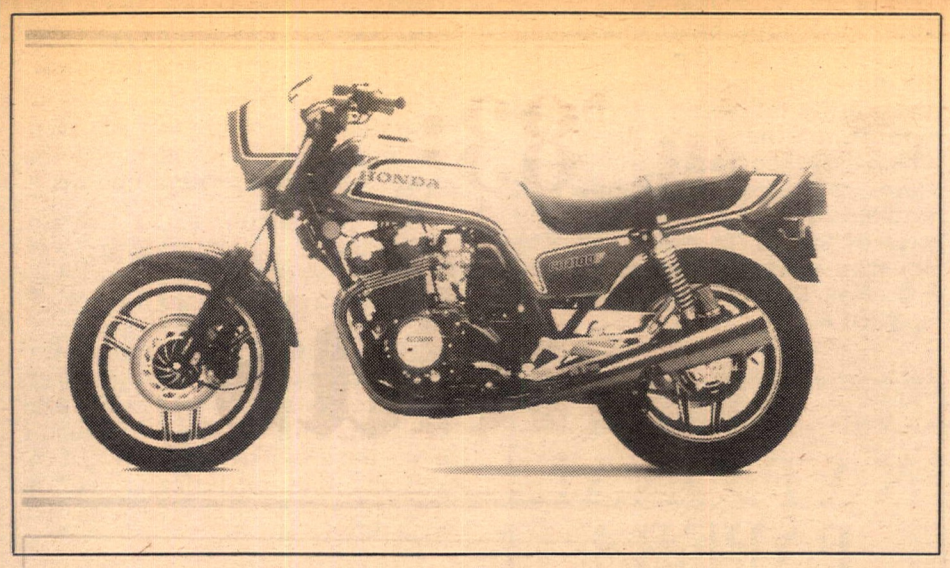


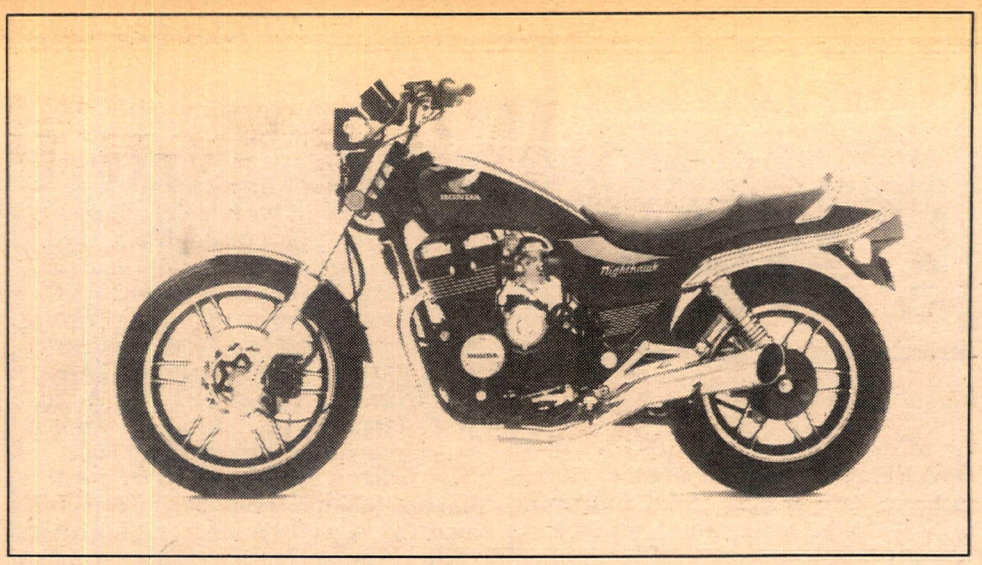




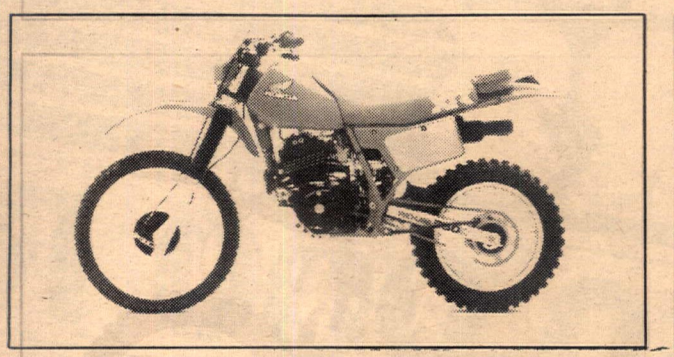


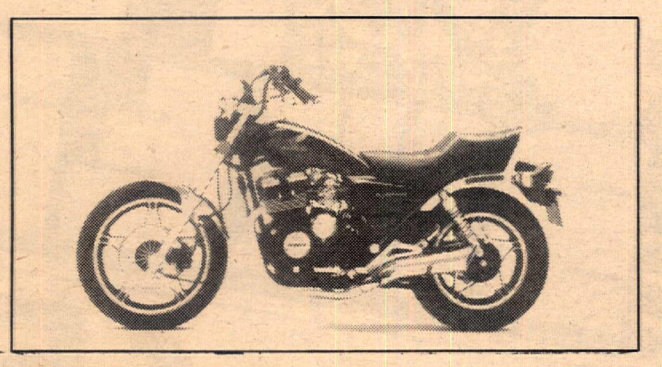


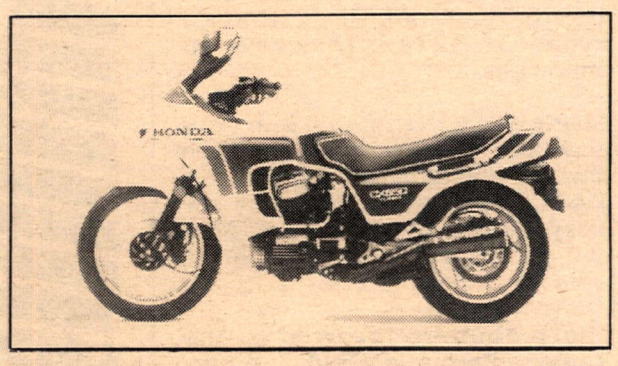




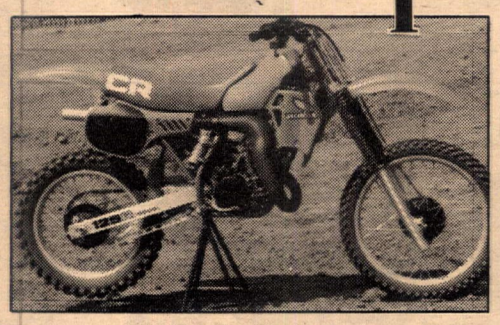
(Opposite page, clockwise from top left) The VT750F V45 Interceptor has Honda's swoopiest lines, and features V-4 engine, square section frame, 16" front wheel with anti-dive suspension up front and Pro-Link rear. Honda's biggest on/off-road bike, the XL600, shares radial valve head and hemispherical combustion chamber with the bigger XRs. The CR250R has the low reaching fuel tank of last year's works bikes, plus more power and more suspension adjustments. The XR500 is aimed at the desert riders, with new lightweight engine, radial valve head, 43mm front forks and front disc brake. The V-65 Magna is an 1100cc water-cooled V-4 that puts out top-of-the-line horsepower in a custom-styled package via hydraulic clutch and shaft drive. Junior Cycle class MXers will get a shot at the CR60, a six-speeder with Pro-Link and nearly eight inches of suspension travel. The 750 Shadow is custom powered by a V-twin with offset crank, three valves and two plugs per cylinder and water-cooling, plus hydraulic valve adjustment. The shaft drive VT500 Ascot shares many of the Shadow's tech features in a sport package with five-speed plus overdrive sixth gear transmission. (This page, clockwise from top left) The CB1100F road burner replaces the 900F with a 1062cc engine, anti-dive forks and a small quarter fairing. The Nighthawk 650 is an all-new 16-valve inline four with shaft drive, air-assisted forks and hydraulic clutch. Honda's V-twin turbo is punched out to 650cc for '82, as are the other water-cooled transverse V-twins of that range. The CB550SC, also known as the Nighthawk 550, has a new 16-valve engine with hydraulic valve adjustment and, because of engine compactness, a longer driveshaft to reduce torque reaction. The XR350R is aimed more at the woods rider, with short-stroke radial valve engine, six-speed transmission and 41mm front forks with air assist and 11 inches of travel.

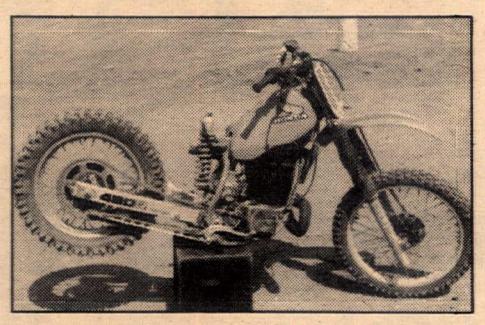


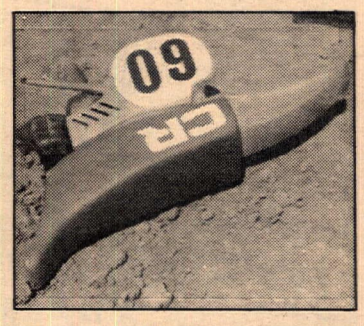


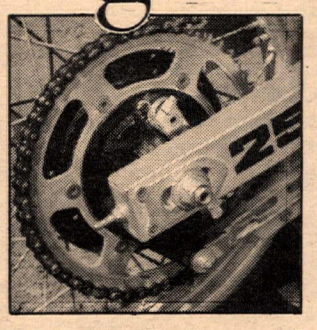


Mini-impression: Honda MXers go works









(From left to right above) Seat height and radiator placement on the 125 is much lower than last year's CR. Chain is on the opposite side of the bike as last year. The rear frame sub-section is removable on all three like the works bikes. Airbox and shock maintainance is easier. A close look at the CR250 rear wheel shows straight-pull spokes, protected actuator arm and airy brake torque arm. Another look at the new magnesium hubs.

By Karel Kramer

Many in the motorcycle industry took one look at the '82 Honda works bikes and thought, "Those will never be sold to the public." Surprise, they are available.

Honda's extensive support team effort and the resulting input into the production bike information pool have coincided with what seems to be a change in Honda's outlook on what the public wants. The original Elsinores were close to works. Honda's MX bikes went downhill from there. They recovered somewhat in 1978, but a lot of work was required to make a finished product from a bike with the right basics. The '82 Honda production machines ran heads up with the works machinery at times during the year. Honda has continued this renewed policy one step farther by selling, in '83, essentially what works bikes were in '82!

The CR125 has been redesigned with a new frame, the chain on the opposite side of the bike, a shock with adjustable compression and rebound damping, straight-pull spokes, magnesium hubs, a lower seat height, and the list goes on. The 250CR is the bike that underwent enough changes to make it the most improved. The engine is the same, but more ponies have been coaxed out of it. It received the same suspension improvements as the 125, as did the 480.

The pictures will show the differences, but what are they like to ride? In a word, great. The CR480 feels the least changed; it did feel like it was quicker, and it probably was since the '83 features a five-speed gearbox. Last year the 480 was hard to beat, with the close ratio trans and better rear shock, it could stay that way in '83.

The 125 is very much like the works bikes in appearance, and while watching the two in one of the Trans-Cal races; they looked quite similar in action. The seat is lower, which should solve one of the large gripes from last year. Power hits hard and in quantity. We can't give a good impression of the suspenders, as the bike was sprung far too softly for our tester to tell. Again, in action they looked very good.

The most improved of the lot was the CR250. If first impressions hold true, this will be a great motorcycle. The feeling is all new. The power is quite like an '82 RM250, but smoother. The overall feeling of the bike is light. Actual weight is reputed to be 217 pounds dry. That's one pound lighter than last year's works bikes. Just thinking about lofting the front wheel did, but it stayed put when it was supposed to. Possibly part of this feeling had to do with the baked concrete/dirt at Saddleback.

The 250 we rode was Kenny Keylon's practice bike and had a wasted rear tire. Suspension was excellent, but out-of-the-box-unchanged. Jimmy Ellis' 480 was not as good, but had been set up for him. Front wheel traction was good and last year's overall feeling of stability and confidence was still there.

We would say that the competition has another year of red problems on the racetrack. The new Yamahas look very good also, but we will have to ride some before drawing any concrete conclusions. •

THE LATEST POOP BY PAPA WEALEY

(Continued from page 3)

yet to sign contracts for 1983. With David Thorpe's move from Kawasaki to Honda in '83, European sources indicate both Lackey and Malherbe, who are fierce on-track rivals, may be headed for the Kawasaki camp next season. In the 125cc GP class, Yamaha rider Marc Velkeneers will move to Gilera for '83, and Gilera pilot Michele Rinaldi will be riding for Team Suzuki.

Sinisalo, the once popular brand of protective motocross and off-road racing clothing, intends to be once again. Reijo Sinisalo has moved his business here as a direct import. They have already signed Team Honda's Kenny Keylon to wear their gear for 1983. He is wearing it at the Trans-Cal Series and it looks good. The address is 15510 Rockfield Blvd., Unit C, Irvine, CA 92714. They have no phone yet.

Charleen Ho, DeDe Cates, Kim Douglass, Karen Leitinger and Gale Webb have been been invited by a group of Japanese promoters to race in the Tokyo Superbowl of Motocross. They will race against a team of Japanese woman.

The promoters involved in the Yamaha Perpetual Gold Cup Series in the Northwest will have a meeting at Seattle International Raceway on Oct. 22 from noon till 5 p.m. They are starting early to get dates without conflicts. They will discuss details and make decisions on those at the meeting, but one change will be a shorter series. The shorter series will be an economy move for the riders in view of rising transportation costs. For information call Bob Osborn 503/620-5301.

The *Cycle News* Barstow to Vegas Motorcycle Road Ride and Poker Run, as we've mentioned before, will see the road ride poker drawing held at the Circus Circus Hotel on the Las Vegas Strip. Now, however, there will be an off-road poker drawing held at the same time as the road ride drawing, 3 p.m. on Saturday, Nov. 27. The off-road drawing will be held at the finish area for the three previous B to V road rides, the Union 76 truck stop off the Blue Diamond Rd. off-ramp from I-15. There will be $300 in cash at each of the drawings, plus merchandise and prizes to be given away. For more info on the event, check the ad on p. 23, or call us here at the office, 213/427-7433.

Dennis Smith called to say that Cycle Tune is moving into new and larger quarters at 2466 W. Sepulveda, Torrance, CA 90501. To celebrate the move, Cycle Tune wil be having a grand opening on Oct. 30, where they'll be giving away Vance & Hines exhaust systems, admissions to the California Superbike School, a Bell Star helmet, and one major service from Cycle Tune. Terry Vance will be there, along with his Top Fueler. You can enter the drawing between now and the grand opening. Call 213/530-0314.

The American Federation of Motorcyclists will be holding a wheelie contest at the Oct. 24 Willow Spring road race, according to Carl Nagy. The winner will be the rider who carries the front wheel through a marked section of the course — approximately 1000 yards — the fastest. Speed will be determined by a radar gun. Entry for the contest is $5 for AFM members, with 100% of the entry fees going to the winners. There will also be a seven-lap relay race, limited to Box Stock machines not to exceed 600cc. Two riders will be involved, and will have to change every lap. Entry is again $5, with the winners taking all. Call Nagy at 213/530-6231, or the AFM at 213/926-2583.

Houston A. Lawing & Associates, publishers of the National Speed Sport Directory, have announced that they'll suspend publication of the directory for 1983, but will resume the following year. In the meantime, the 1982 directory, which lists race tracks, promoters, major racing organizations and media, is available at the reduced price of $6.95. To order, write to Houston A. Lawing & Associates, P.O. Box 2728, Ormand Beach, FL 32074. •

THE NATIONAL PAPERS

1982 season recap

It went to the wire once again and like the 1981 chase, neither contender won the final race. Unlike '81, however, the rider who the title finished the last event running *behind* the rider who finished second in the overall points.

But new champ Ricky Graham and runner-up Jay Springsteen won almost 50% of the dirt events that were run: five for Jay, four for Rick.

How did the privateers fare against the factory riders? Full factory runners produced 14 victories, the privateers came up with 12. The road racing made the difference where five of the six wins came from full factory efforts. The boys on the dirt tracks more than held their own.

We saw Springsteen catch and pass Kenny Roberts for the all time win record with Jay closing out the season with a three race edge. Springer

also extended his most-wins-on-a-mile record and is fast closing on the half mile total, now just three back of a tie.

Roberts, with his lone victory at Laguna Seca, extended his all-time road race win record, which may never be topped if the newer riders keep learning here and going "Over There" just when they get fast.

Springsteen was the only rider to end up high point in two categories, short track and miles. Terry Poovey was the top half miler, Graham took the honors for TT events and Mike Baldwin was the top rider in road racing. Both Springer and Poovey took it right down to the final event in each category before they wrapped up high point honors for the year. It was a first for Poovey.

With Randy Goss winning the final Ascot half mile of the season he tied Sammy Tanner at four for most wins at that track. But Goss has done it in a shorter span, from '79 through '82. In fact, he has won three of the last five there.

The final finish for Gary Scott is his lowest ever but still well inside the top 10. He has been in the select group every year since turning Expert back in 1972.

Scott closed out the year again with a single victory but his last ride was his most impressive, beating both Graham and Springsteen in the heat race and the final at Ascot.

The last five years of racing on the Winston Pro Series has produced five different Grand National Champions. Will anyone ever dominate year after year again?

This was a recovery year for Hank Scott but he still goes into the record books as the first rider to put a Honda 750 into a mile winner's circle with his third place finish at San Jose. Teammate Scott Pearson may have topped that when he gave Honda their first ever half mile win at Louisville.

The competition on the circuit continues to get rougher. There were only two new National winners: Graeme Crosby and Bubba Shobert; all of the rest of the 13 winners have been there before. Again, no rookie Expert came close to getting the veterans thinking about retirement.

Most improved dirt trackers this season? How about Tim Mertens and Jay Beach?

Most balanced racing of the five categories? The half miles — they had six races that produced six different winners. Can't get any more balanced than that.

American road racing products Kenny Roberts, Randy Mamola and Freddie Spencer all came up winners in Europe this past season. That was the first time U.S. has ever had three winners over there in a single season. Now we have at least two more riders to add to the list for next year. Spencer will not be 21 years old until December.

Add motocross, speedway and trials champions to the list and America really has produced champions in *every* category of racing that is designed for two wheels.

Hard luck riders this year? Mike Kidd leads the list but will be back. Add Steve Morehead and his engines, and not far back in same category, Garth Brow. When Steve won the May San Jose event he did it on a borrowed bike (Graham's).

Borrowed bikes also played a part in Bubba Shobert winning at Syracuse and Garth Brow has long been kidded about borrowing and winning over the years.

Close racing by category. Nothing but nothing tops the miles. Of the eight, only two were decided before the last lap. Syracuse topped them all with every event that day decided out of the final turn or at the finish line.

Road race surprise: Steve Wise was the only rider to score inside the top 10 at all six events. The bike may have been fast but it still takes talent to ride them. Wonder what he would have done with prior experience?

What really decided the Grand National title? Shobert by inches over Springsteen at Syracuse (four points) and Hank Scott one or two inches back of Graham at San Jose (three points).

Surprise of the season: Honda finding the horses on the late season miles. Disappointment of the season: The failure of Yamaha to get the twin really cooking after two full seasons of testing.

Time-to-say-goodbye category: To eastern regional referee, Charlie Watson and west region ref, Walt Masterson. Also to a many year official in the west, George Rich, who will now devote full time to speedway racing in southern California.

So long also to Winston cigarettes and welcome back to Camels. The colors change for '83 so all the red and white will be obsolete come Houston and Daytona time.

It would be nice to see Bruce Hammer work his way back out of that wheelchair and get back to road racing. Right now he needs a special van to get around in and many of us are working on that, with the way being led by the R.J. Reynolds people (Winston/Camel).

The same people also upping the point fund money for '83 from $150,000 to $175,000 and again taking a set portion to the Formula One road racers.

Over in Europe the FIM is not being too kind to Daytona by slating a GP race the week before in South Africa and another the week after in South America.

As long as Roberts, Mamola and Spencer are there with rest of the North American cast it will make little difference, since we will be seeing the best anyway.

Best kept secret of the year: The new rule that allows Novice riders to advance to Junior during the season. How many knew about that one?

So it's time to put another fine year into the books. Record crowds at many of the events. It was welcome back Springfield and Sears Point, and a first time hello to Hamburg.

Next year? Bigger and better than ever, no doubt about it. It is only a question as to how many new names will be added to the Camel Pro Series winner's list and how many more Americans will show them the way in events throughout the world.

1982 may be hard to top and it will be remembered for a long time at any bench racing session. See you then.

Roxy Rockwood

EWARD
OCTOBER 31st!

ROSSERS VS DIRT TRACKERS VS ROAD RACERS

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Champion)

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ld Champion)

Ricky Graham
(Grand National Champion)

Jay Springsteen
(3 time Grand National Champion)

Steve Eklund
(former Grand National Champion)

Alex Jorgensen

Steve Wise
(2 time SUPERBIKER Champion)

David Aldana

Roberto Pietri Vegas

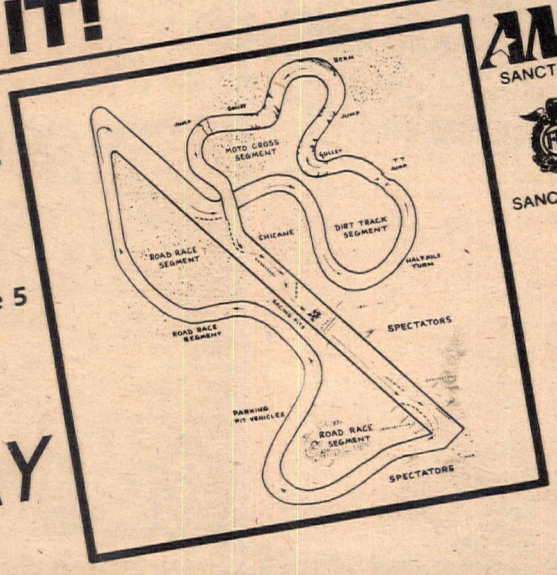
Jim Filice

Plus 15 more of your favorite riders . . . .

7 INVITED RIDERS 10 MAKE IT!
1 WINS IT!

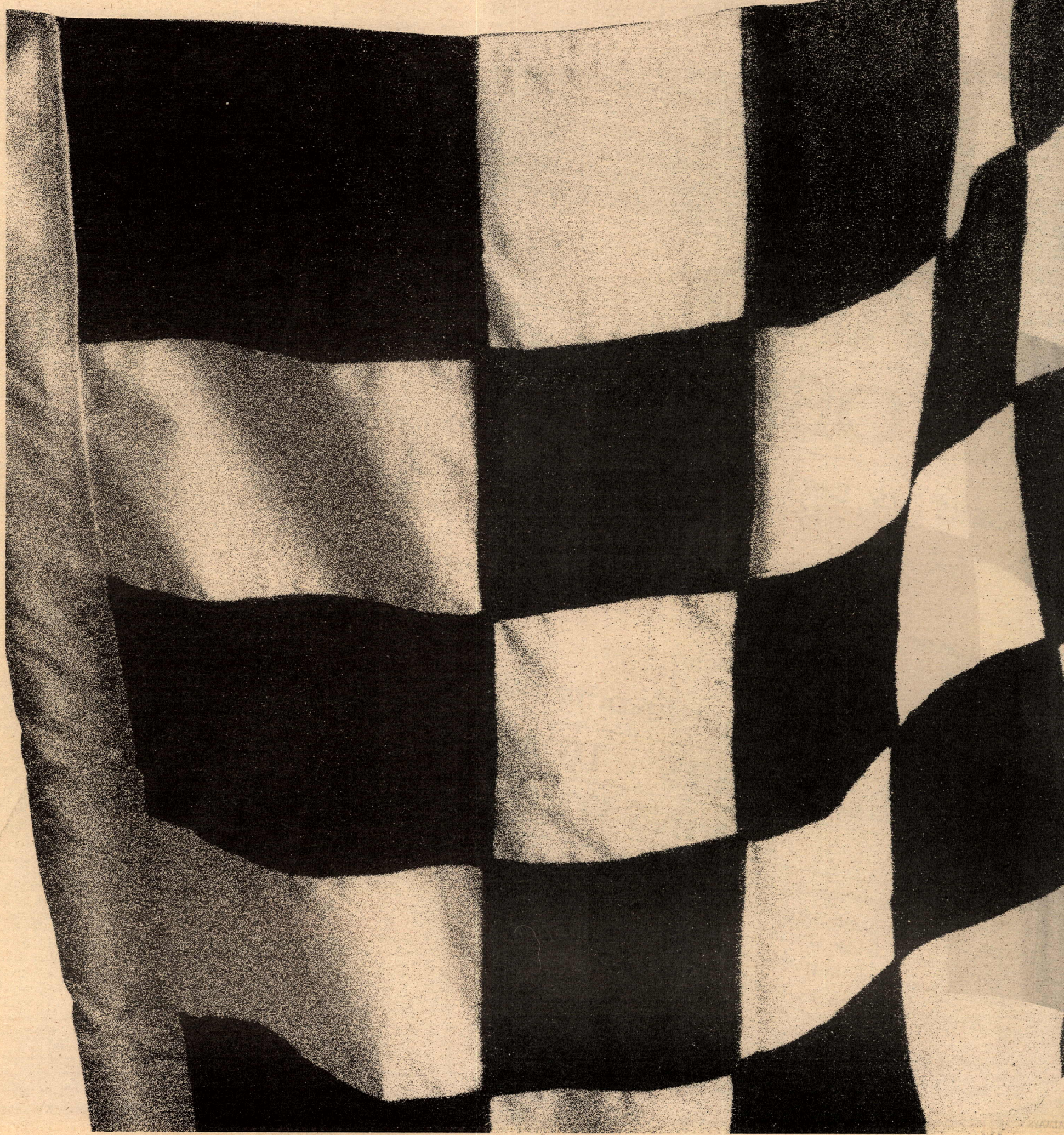
October 31st—Carlsbad Raceway, Carlsbad, California
Tickets - $10.00 Practice Saturday, October 30 - $3
Children, under 12 - $5
For more information, call: (714) 661-4198
Just southeast of Oceanside, Ca., 5 miles east off Interstate 5
on Palomar Airport Road.

CARLSBAD RACEWAY



AMA SANCTIONED
FIM SANCTIONED

WHEN WE TRAVEL IN FLORIDA WE ALWAYS TAKE A LOT OF CHECKS.



Team Honda wins every Superbike race in Florida this year.

Florida is a great place for sightseers. Unless you happen to be riding one of Team Honda's CB900F-based superbikes.

Then you just see the

same old sight over and over again. A waving checkered flag.

We saw it in Daytona Beach earlier this year. When we swept first, second and third. And we saw it again when we came back earlier this month.

Now, thanks to the incredible riding of Mike Baldwin and Steve Wise, we're proud to announce that the third time really is a charm.

Last week in West Palm Beach, they showed the country's fastest racers that they were even faster. By finishing first and second in the eleventh and final round of the AMA Superbike Series.

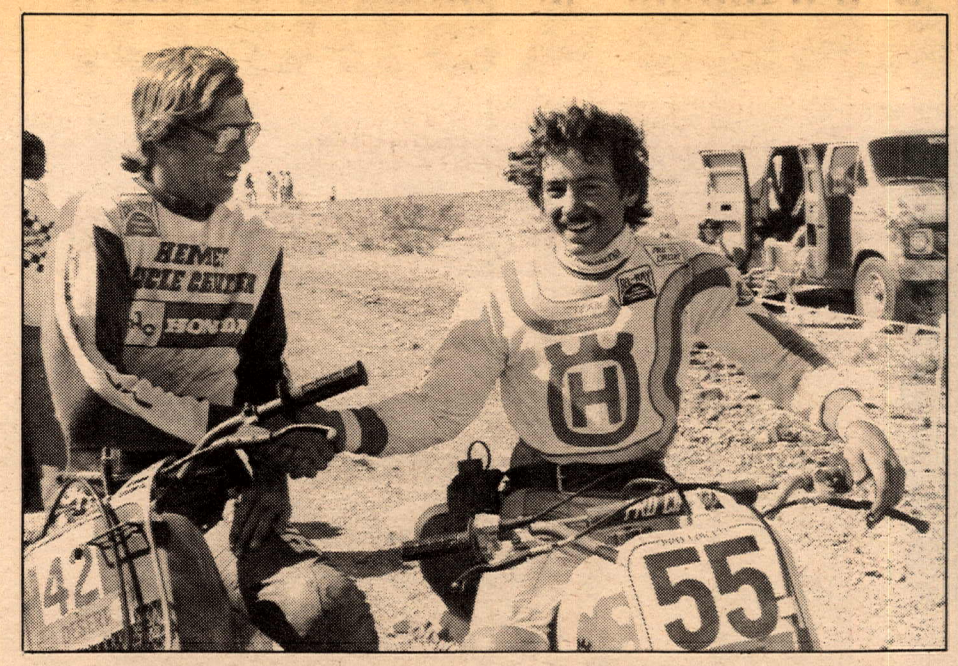
Which proves that there's something else you can always count on seeing at the finish line of a Superbike race in Florida.

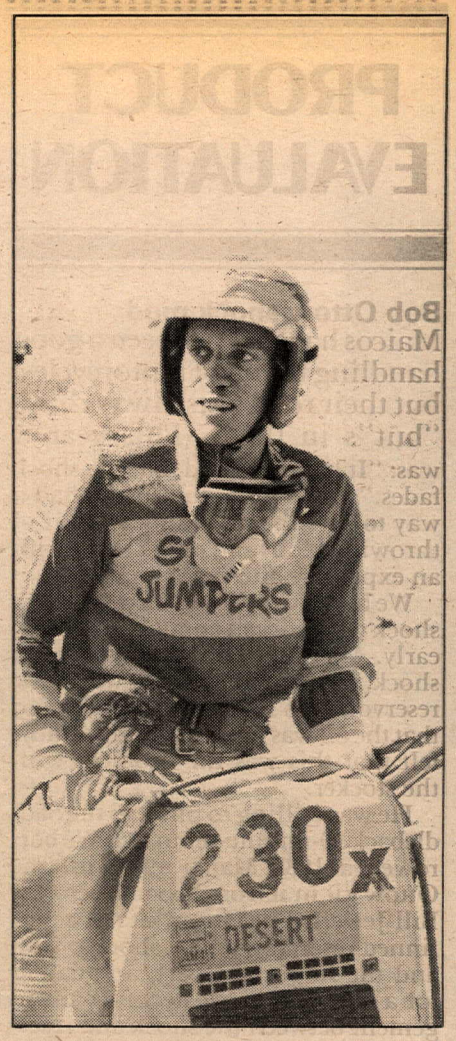
Us.

HONDA

FOLLOW THE LEADER

LWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.





(Above) Overall winner Dan Ashcraft (right) and runner-up Lee Scheffers shake hands after completing 228 tough miles. (Near right) Gary Charters took his umpteenth Vet class win with an outstanding fifth overall. (Far right) Brett Shaner was last off the start line, but recovered to take the overall Novice win.

Ashcraft the ace at Check Chase

By Shirley Upp

JOHNSON VALLEY, CA/PARKER, AZ, OCT. 9

Recovering from a bad start, Pro-Circuit Husky rider Dan Ashcraft took the lead past the first gas pit, then went on to win the 228-mile point to point Check Chase hare 'n' hound.

After making a trip down Soggy Dry Lake Rd., many riders were surprised to find the starting area had been changed to Johnson Valley. Those riders were thankful for a 15-minute delay for the start, giving them a chance to get on the starting line.

At 8:15, the river run was underway. At the bomb, it was Lee Scheffers (Hon) with a good lead with Chuck Miller (Yam) running second. Other riders at the front were Chuck Pettigrew (C-A), Gary Charters (Suz), and Phil Cloward (Yam). At this point Ashcraft was running back in the 20s. After the bomb, the course became extra tight and twisty with rocks that became boulders. A lot of single file riding was ahead. Tom Kelly (Hus) was trying to make up time and Cloward said Kelly passed him in this area in unbelievable style. "I don't know how they do it!" stated Cloward. In the C bike class, it was Kurt Pfeiffer (Yam) leading with Tom Elias (Yam) running second. Jim Bringhurst (Hus) was riding up with the leaders and running first 250cc Vet. Dave Chumney was turning in a super ride and leading the 250cc Amateur class.

Before the dust could clear out of the valley, the Novice/Beginner race was underway. In this group of exceptional young men, it was Jon Garner who jumped out in front. Garner said he knew he had to keep his throttle on, thinking that sooner or later hard riding Brett Shaner would be making his move. Shaner was moving up through the dust after being last off the starting line.

The first section took its toll of many riders and ended their ride for the day. C bike rider Brett Howell made 10 miles when a "laugh-in" get-off put a hole in his sidecase and put him out of the race. Kevin Welch had problems before the race. Finding his drain plug had fallen out and losing his oil, he used a spark plug as a drain plug. His efforts were to no avail as the loss of oil had already taken its toll on the engine. Ron Shuler got off hard and was taken to the hospital for leg X-rays. Dick Postma, after leading the 250cc Senior riders, got off topped out on a fire road when he overshot a turn and ended up taking the embankment. Heading out again, he got off a second time, putting him out for good. He said he felt like he had played a Pro football game without pads.

As the riders came into gas one, Miller had the lead with Scheffers second. Ashcraft had now worked his way up to third. Ashcraft knew what he had to do and just kept the wick turned on. Pettigrew and Charlie Barney were fourth and fifth, respectfully. Kelly came flying in next with Rod Hawkins following. Elias was just ahead of Pfeiffer at eighth overall. Rounding out the top 10 was 43-year-old Gary Charters, riding Open Vet today.

Out of gas one, the lead was to change as Miller seized putting him out for the day and Scheffers picked up a flat five miles out. Ashcraft was there to take advantage and moved into the lead.

As the riders continued their gruesome ride across Patton's Trail, they encountered everything the Checkers could throw at them with even nature on the Checkers' side. The winds were strong enough to all but blow a rider and his bike off the course. This race was all Ashcraft's now if his bike could keep up the grueling pace.

At gas three, the leaders were pulling away from each other. Ashcraft, looking like the Pro he is, had a five-minute lead on Scheffers. This wasn't bad for Lee, since he had to change a tire with the help of the Desert M.C. in record-breaking time. Scheffers had an eight-minute lead on third place rider Pettigrew, who was riding out of Apple Valley Cycle Alley. Kelly was having his problems but still holding down fourth spot. Hard charging Charters had all the faith in his Suzuki as this bike was heading for its 48th straight finish. Charters said he spent the first section breaking in the piston and rod. Rod Hawkins was running first Open Amateur and sixth overall but had to stop for chain repairs. Lori Farmer was leading Diane Holeman in the women's race at this point. This was Lori's first race in a while as she has sewn up the number one plate already for next year.

Out of gas three, the riders had one more gas stop and coming into that pit wasn't easy. The winds were blowing sand and dust so bad, it was difficult just trying to keep upright on your bike and locate your pits.

After 228 long, hard Checker miles, it was super ace Ashcraft in for the win. He had lost his silencer after the start and run out of gas before pit one, thankful he had extra gas with him. Otherwise, his ride went perfect with the hardest part being Thunder Alley. Ashcraft thanked Pro-Circuit, Champion Spark Plugs, Husqvarna, Husky Products, Bel-Ray and Scott USA. After a "get-off" out of gas three, Scheffers managed to stick with it for a second overall. Nice ride for Lee today and he wanted to thank Hemet Cycle and O'Neal Racing for their help. Chuck Pettigrew took third overall honors today for Apple Valley Cycle. Fourth overall went to Kelly after overcoming numerous problems.

Fifth overall was super rider Gary Charters, making history as one of the finest riders in the game of cross country racing at the age of 43. Look out Pete Rose! Sixth overall was top Open Amateur Rod Hawkins in only his second race this year. First 250cc Expert was hard riding Charlie Barney. Kurt Pfeiffer led the C bikes in to home check at eighth overall with a good, consistent, care free ride. Steve Zollinger held down the number nine spot and second 250cc. Rounding out the top 10 was Dave Chase, riding with Shamrocks' colors.

Brett Shaner took first Novice, having a great ride on his 250 Yamaha after overcoming two get-offs before gas one. Brett, after running third in class at gas one, moved up to take over the Novice lead before gas two.

A couple rides worth mentioning were Dan Morgan who broke his frame and was left without any rear suspension 40 miles from the finish line. Morgan came on to finish, which wasn't easy. He said the bike about beat him to death. Suzuki Art finished the race, but couldn't hear for a long time thereafter. His exhaust pipe broke after gas two and he continued on having a resounding ride to the finish.

Thanks to the Shamrocks M.C. for assisting me in taking numbers. The BLM's John Bailey was happy with the pit crews. He said everyone looked like they were taking care of the areas and cleaning up as they left. That's what we like to hear. ●

Unofficial results

OPEN EX: 1. Dan Ashcraft; 2. Lee Scheffers; 3. Chuck Pettigrew.
OPEN AM: 1. Rod Hawkins; 2. Jeff Bennington.
OPEN NOV: 1. Jim Bryant; 2. Jim Lamb; 3. Dennis Lovell.
OPEN BEG: 1. Eric Torkks; 2. Tim Alkire; 3. John Harvey.
250 EX: 1. Charlie Barney; 2. Steve Zollinger; 3. Tim Fagg.
250 AM: 1. Dave Chumney; 2. Rick Johnson; 3. Kurt Mann.
250 NOV: 1. Brett Shanner; 2. Dave Bender; 3. Harold Allen.
250 BEG: 1. Loren Holtzer; 2. Harold Persinger; 3. Zoller Jr.
0-200 EX: 1. Kurt Pfeiffer.
0-200 AM: 1. Eric Hallgath; 2. A. Guzman.
0-200 NOV: 1. Kent Worley; 2. Larry George; 3. John Stoessel.
0-200 BEG: 1. Ed Metro.
OPEN VET EX: 1. Gary Charters; 2. Richard Jackson; 3. Terry Thompson.
OPEN VET AM: 1. Ron Nelson; 2. Jan Morrison; 3. Ralph Wight.
OPEN VET NOV: 1. Richard Patterson; 2. Jim Farrand; 3. Jim Gilligan.
OPEN VET BEG: 1. Doug Erlemann; 2. Greg Silbert.
OPEN SR EX: 1. Bruce Lewellyn; 2. Ron Suber.
OPEN SR AM: 1. Ken Chamberlin; 2. Ron Heatherington; 3. Larry Reed.
OPEN SR NOV: 1. # 0178; 2. # 0182; 3. # 0183.
250 SR EX: 1. Paul Sorensen; 2. Al Guzman; 3. Charlie Goodban.
250 SR AM: 1. # 074x; 2. Bud Goosen.
0-200 SR AM: 1. Richard Hansing.
WOMEN EX: 1. Lori Farmer; 2. Diane Holman.

PRODUCT EVALUATION

Bob Ottow shock mod

Maicos have always been a good handling brand of motorcycles, but their road tests always have "but"s in them. This year it was: "It handles good, but the shock fades." Bob Ottow told us he had a way to save the stock shock, short of throwing it out and replacing it with an expensive aftermarket unit.

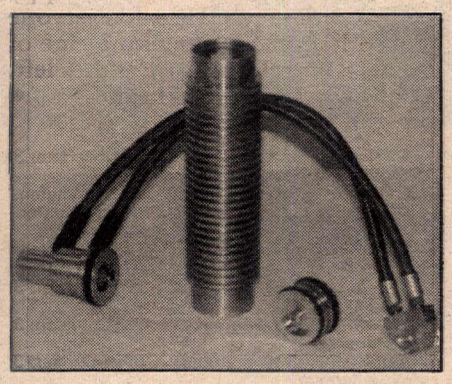
We had heard reports that the stock shock worked well enough, but faded early. After fade had set in, the stock shock was extremely hot, while the reservoir was relatively cool. A sign that the oil was not circulating. Ottow felt that this was the problem with the stocker.

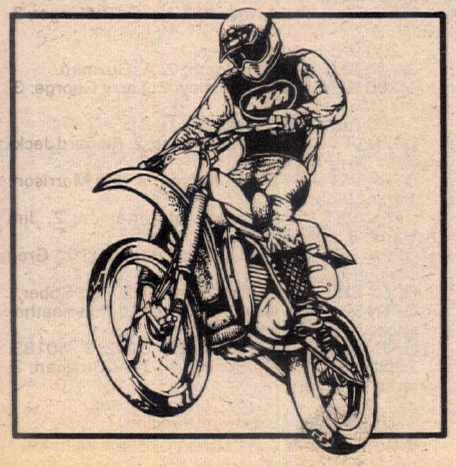
He was willing to put it to the Saddleback 30-minute-moto test. We borrowed a 1982 Maico 490 with the Ottow kit in it from Pro motocrosser Bill Jewell. The Ottow kit has a new finned reservior, a new shock piston and the important part, an adapter for a double braided steel line arrangement between the shock and reservior. The new set-up has a one way valve in the hose ends that force the oil to circulate. An added bonus is a filter in the reservior cap that ensures a clean supply of oil returns to the shock. The new set-up also provides greater oil capacity.

The idea sounded good, so we headed for Saddleback for a 30 minute romp. After 30 minutes, we were impressed. The rear wheel control was very good, and we could discern no noticable fade. The track was quite rough enough to give it a thorough test. An owner can install the kit at home or have it done at a shop. Most Maico shops should have information about the kit and would be able to install it.

The retail prices are $99 for the dual hose set-up and $48.95 for the reservior kit. Check with your dealer or contact: Marine Engineering and Machinery, Inc., 709 E. Adele, Anaheim, CA 92805. The dual hose arrangment should soon be available for Japanese cycles also.

Karel Kramer





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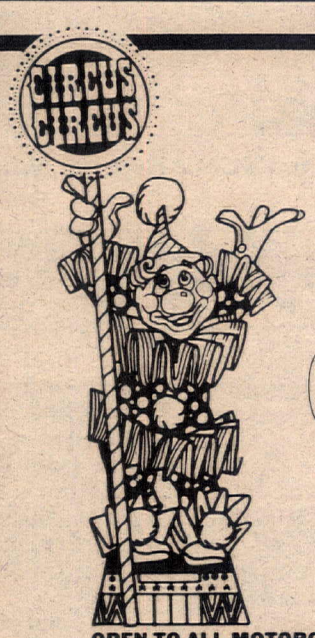

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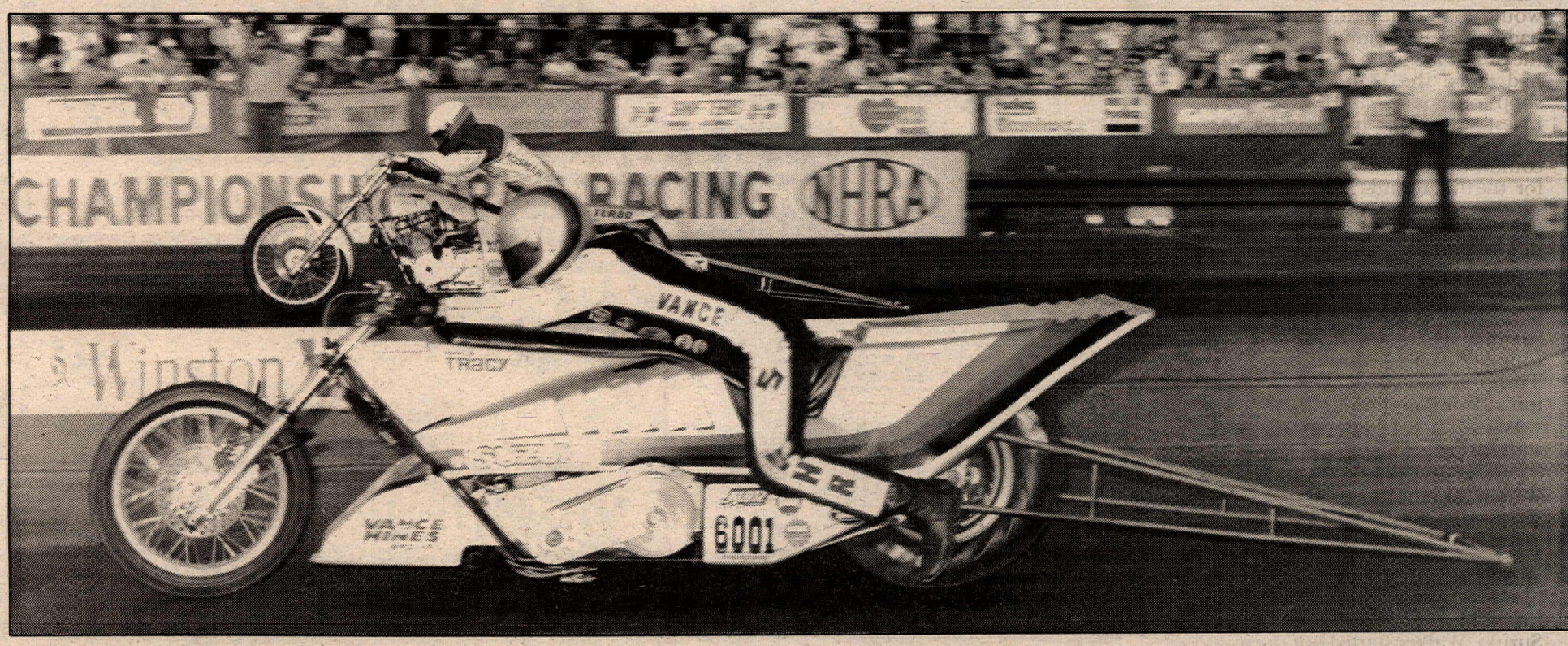
(Above) The entire Vance & Hines crew surrounds NMRA's Jim Harris and Winston's Carla Renegar, who hold onto the trophy. (Below) The showdown — Vance goes against Dale Walker in the final.



Vance captures his fifth Top Fuel win at NHRA World Finals

By Steve Crosby
Photos by Auto Imagery

IRVINE, CA, OCT. 16-17

Last year at the NHRA/NMRA World Finals the Top Fuel motorcycles were one of the highlights of the basically automotive event. Russ Collins retired the famed "Sorcerer" on a winning note by taking a close final round victory from Terry Vance. And Sam Wills came out of Oklahoma to ride Carl Ahfeldt's Kawasaki to a new elapsed time record of 7.27. This year, however, the attrition and expense of a long season took its toll as only six bikes showed up to compete in the planned eight bike field. Carl Ahfeldt and Sam Wills had planned to bring their Motorcycles Unlimited machine west until the team destroyed three cylinder heads one week ago at Gulfport. Elmer Trett, the winner of the Western Nationals here earlier this season, also found the well dry when it came time to make the long haul from Ohio. And the 200 mph barrier that received so much attention this year still remains as Top Speed at this World Finals was only 182.55. When it was over Terry Vance had notched up his fifth win of the season in Top Fuel in an all Suzuki final as he defeated Dale Walker.

Qualifying

Each bike had only two opportunities to qualify. In the first session Vance started things off with a 7.50/176.81 mph. After becoming acclimated to seeing the bike run low sevens at 190+ mph the run seemed sluggish for that bike. "Squeeks" O'Conner, on an injected nitro Kawasaki he just took delivery on from Motorcyles Unlimited, made the long tow down from Anchorage, AK, in a rent-a-van to qualify second with an 8.27/163.04. Dale Walker had the

number three spot with an 8.33/161.87 on Rik Wright's Funny Bike after spinning the tire violently off the starting line. Russ Collins, who has been making several changes on the new Battlestar, was fourth with an 8.36 at a shut-off 134.12. Clark Sargis, on the Rivera Engineering turbo-Kawasaki had a 9.90 when he couldn't produce any boost. Keith Ruxton rounded out the field with his Harley-Davidson with a 10.41/134.52.

Between rounds Byron Hines hopped up Vance's ride some after he proved to himself that he could set up the motor and not destroy parts. The Suzuki-backed team had planned to test earlier in the week but the NHRA had closed the facility down so they could prepare for the Nationals. When Collins fired his rear-engined Honda in the pits he attracted everyone's attention as the motor really seemed to come to life. The Battlestar is still in the testing stages as the body still has to be completed and the motor is sporting a new blower and manifold.

In the second qualifying session Vance stepped up with a 7.29 at 182.55. That run turned out to be low elapsed time and top speed of the meet. O'Conner improved his earlier mark with an 8.17. Walker stayed number three with an 8.37 and Clark Sargis ran a 9.26. Ruxton elected to skip the round and remain number six. And Collins hurt the motor in the burnout and shut off.

Eliminations

The first round of eliminations was to have matched up Terry Vance and Russ Collins, a repeat of last year's final. Byron Hines said he would load up the motor if he ever had to race Russ and did just that in the pits. But Russ was missing as they had taken the Honda back to the shop for repairs Saturday night and in test starting the bike Sunday morning they hurt two of the valves and couldn't make those repairs in time for the first round. So Vance took a single and ran 7.34/182.42. O'Conner left the line ahead of Sargis but as the bike spun the tire and moved near the centerline he had to ease up on the throttle and Sagris went around him with an 8.89/145.16 to O'Conner's 9.00/154.63. In the last race of the round Walker used an 8.27 on the Mr. Turbo sponsored bike to defeat Ruxton's 10.32/131.96.

When the schedule called for the start of the second round Vance was missing from the staging lanes and the riders of the other two bikes weren't nearby. The NHRA officials decided to run another class first and Vance appeared in line shortly thereafter. Hines and Joe Pace had changed blowers between rounds hoping to find some extra top end power in the Suzuki. Walker started out the round with an 8.19/161.57 to take the better of Sargis, who ran an 8.98/151.77. Vance had the bye run with three bikes remaining since he was the number one qualifier and ran a 7.41/180.72. The bike was still "fat" on the top end, meaning that the motor was being fed too much fuel in high gear. Vance said the motor was drowning. Hines said it was a basic case of LTA, "lack of tuning ability."

For the final the VHR crew leaned the motor a little but still didn't have the top end power for an assault on the 200 mph mark. Dale Walker took a .07 second holeshot off the starting line but Vance covered that up quickly with a 7.35/179.64 to Walker's 8.27/163.63 on his gas powered Suzuki. Vance added to his championship points total and picked up the $1,500 winner's check plus contingencies. The Wright and Walker team earned $800 from the purse plus another $1,050 in contingency awards for being runner-up. •

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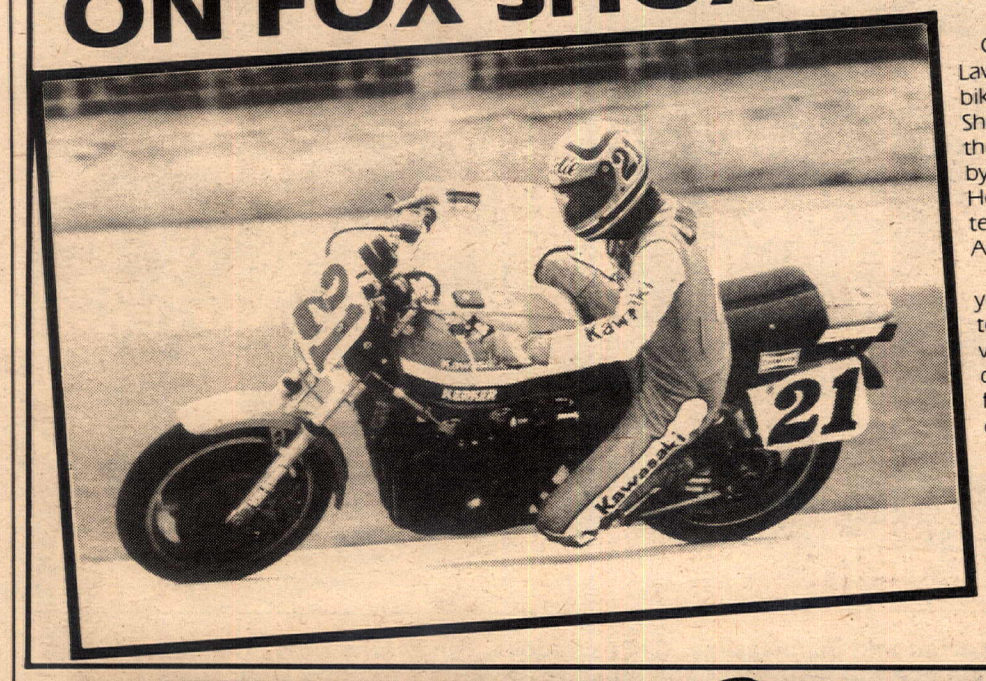

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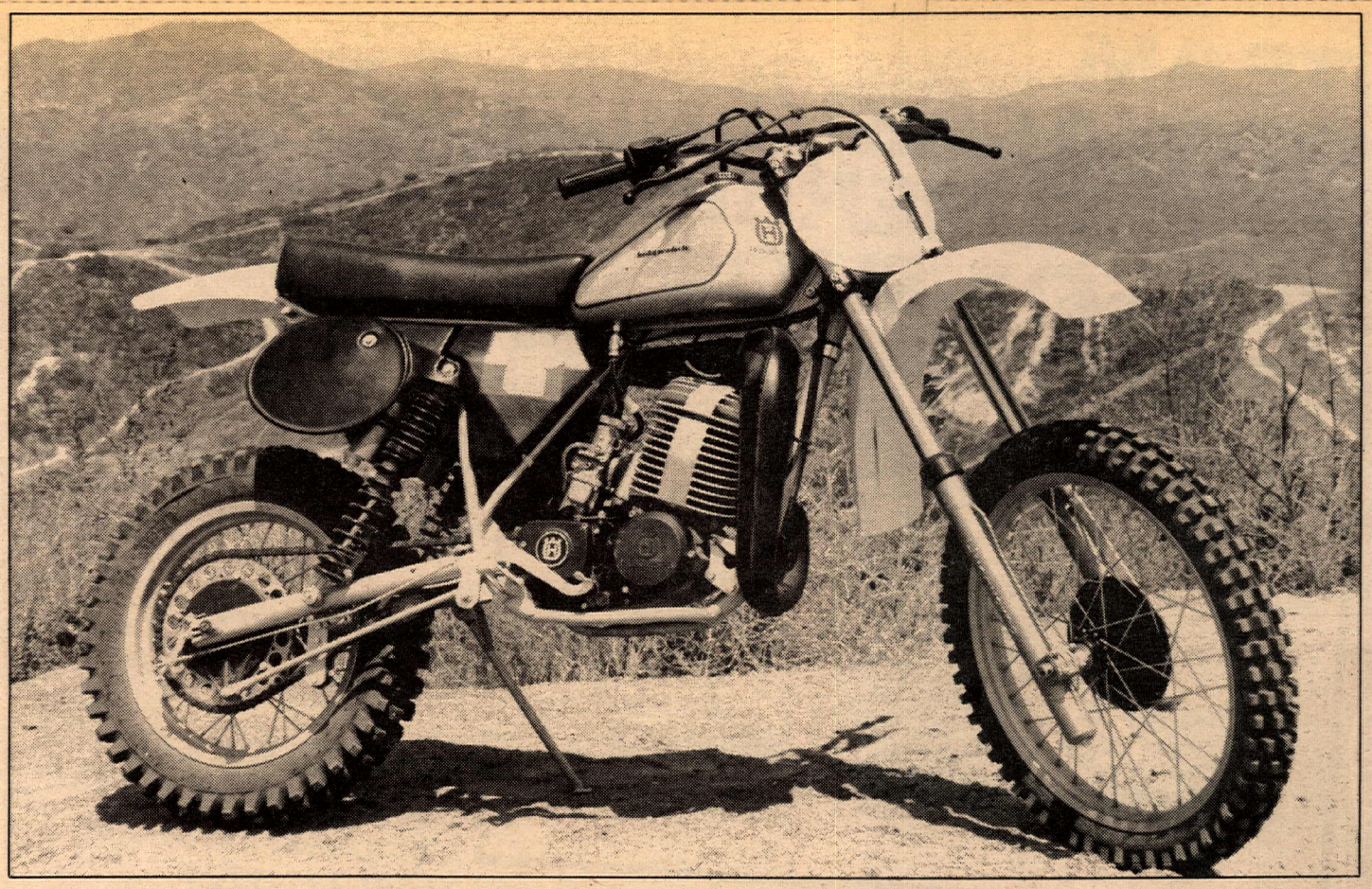
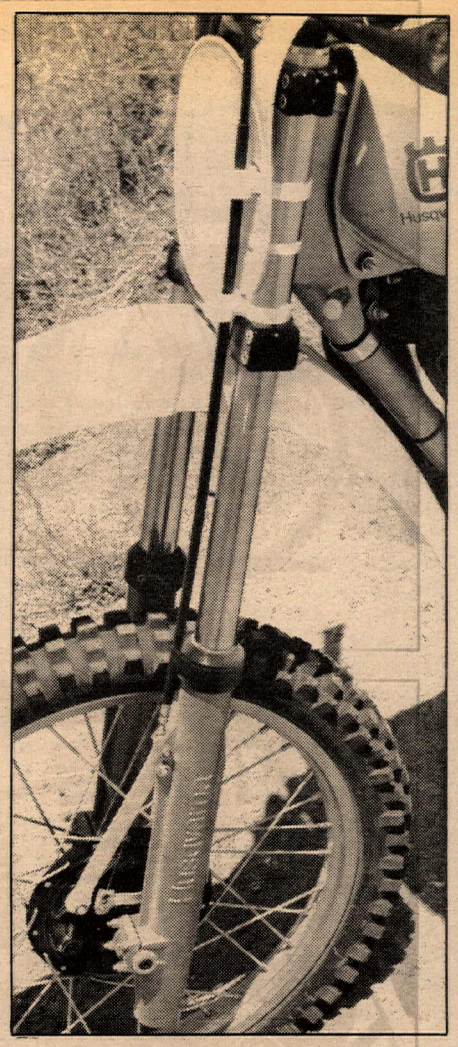




(Above) The lines off the Husky are spartan and businesslike. Ohlins shocks, Husqvarna rims, Trelleborg tires, aluminum fuel tank, heat-treated needle bearing swingarm and plush Husqvarna front fork spell quality.

Impression: Husqvarna 500CR

Husky gets serious about American motocross

By Karel Kramer
Photos by Lori Tyson and Kramer

Husqvarna has always been the one European factory, actually the only factory, that produced a motocrosser for the European way of motocross. There are certainly other European manufacturers that have motocrossers, but they, especially Maico, have always done as well or better in the U.S. as they have in Europe. CZ and Bultaco had bikes that were well accepted here, but only CZ did well in Europe aside from Jim Pomeroy's Bultaco successes. The Husky is a concept bike. They have never been the "ultimate" motocrosser, but have been all-'round performers. Although they have always had a mystic, not everyone has been able to ride them.

Today's Huskys are highly improved and rideable motorcycles, but they are still not for everyone. Open class motocross in America has become a horsepower race. Except for the upper echelons of motocross skill, nobody pounds an Open bike into a turn like a 125. Five hundred class motocross has become a series of drag races linked by relatively slow pivots. Husky has provided the means for their American fans to get there first, or at least near the front, with the new 500CR. We suspect that the 500 does not make the absolute horsepower that some of the other monster-bores on the market do, but it cranks out a massive amount of torque. Please don't misconstrue this to mean that the Husky is under-powered. This is an extremely healthy motorcycle. During the duration of our impression, as long as the rider was accustomed to the Husky's tendency to hook up, the CR500 consistently led starts. It probably averaged a 75% holeshot record. Not too shabby for any bike.

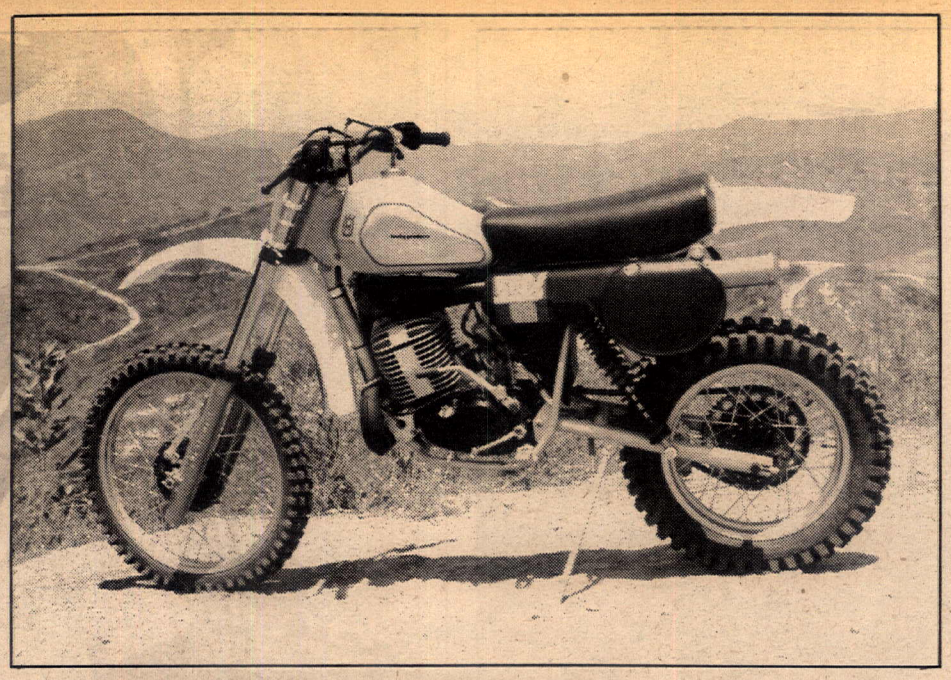
After rolling the 500CR out of the van and giving it the once over, one thing is apparent — it sure looks like a Husky. Typical Swedish craftsmanship. The Husky is so stark and simple, there are few things to point at and mumble about "new" features. The main new feature is the 500's top end and crankshaft. The rise in displacement comes from a combination of a bigger bore and longer stroke. A total of 488cc is displaced for each movement on the piston. A four-speed gearbox with much thicker gears resides in the center cases. The new transmission is designed specifically for motocross. New porting worms its way though the cylinder walls; an eight-pedal reed valve flows gas into the ports after drawing air through a 44mm Mikuni carburetor. The piston and crankshaft flywheels are cut to lessen the vibration from the coming and goings of the piston. The chassis is based on the same heat treated chrome-moly chassis of the 430.

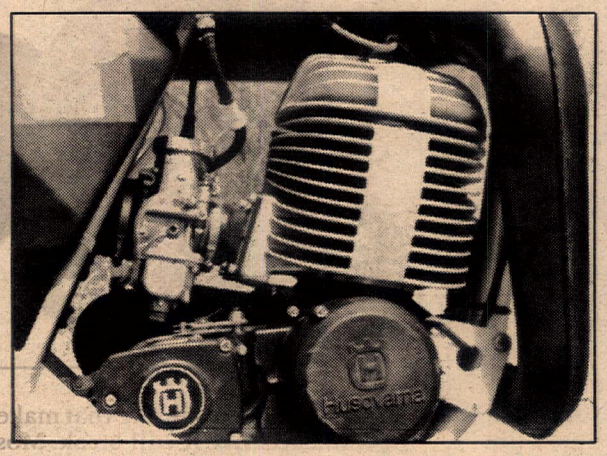
Up front is a Husqvarna designed and built fork with 40mm stanchion tubes. Gold paint adorns the sliders and makes for a handsome front suspension unit. We didn't have good experiences with the fork as delivered, but after a change to 15 weight Kal-Gard fork oil, they performed much better for our tastes. Possibly our tester's greater than average weight and height caused the problem.

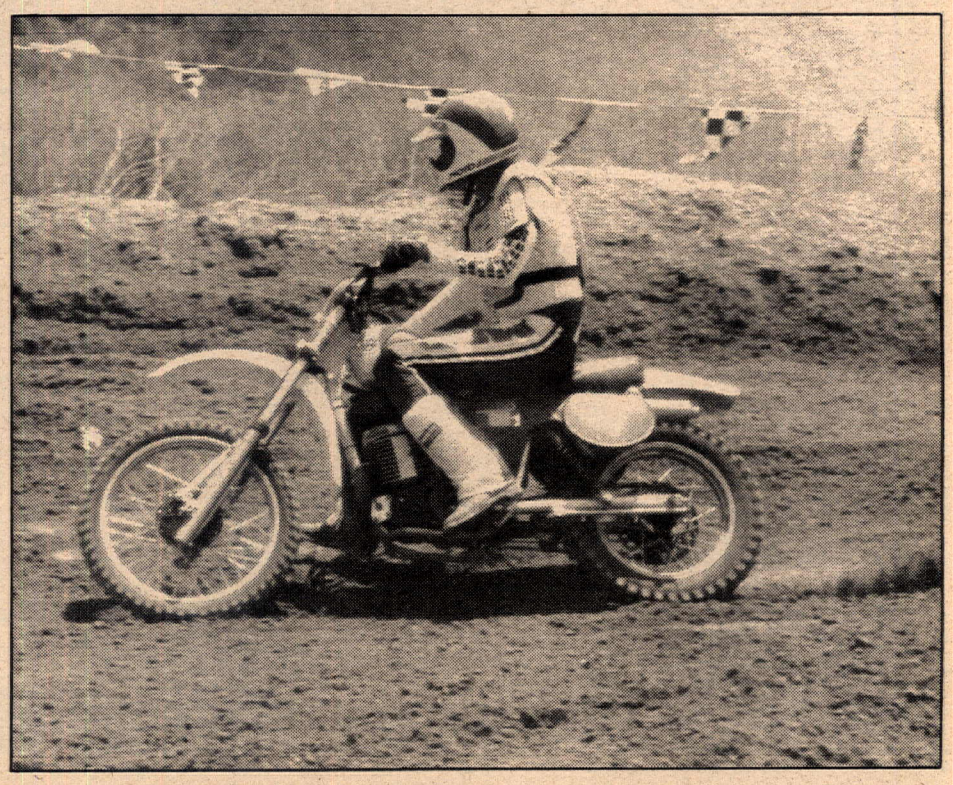
After dialing in procedures, the fork performed excellently, providing both suppleness and control. Flex was not a problem for our testers. In the rear, a chrome-moly swingarm is controlled by Ohlin shocks with attached reservoirs. Dual-rate springs are standard. Rear suspension action was also very good. Intermediate or Expert riders of different weights said that they would prefer stiffer springing at both ends. In the rear, it is probable that the only spring that need be changed is the stiffer of the two. Short choppy bumps cause the Husky's rear wheel to hop more than some of the current single shock systems. Of all the Open class motocrossers that we have tried this year, only a Maico with trick suspension worked better, but it was too soft over large jumps. Even though the rear shocks felt too soft, the Husky never did the kind of bottoming that makes the frame feel like it will break. Most of the single shock motocrossers get that feeling.

Detail and decorative parts are well finished. Husqvarna has built a striking motorcycle. Mud is adequately stopped by the fenders in most cases, the seat is excellent and the controls are the latest. The Magura throttle assembly is a shade hard to turn, but is the only unit that could open the monster carb in one turn. We have seen people with silencer problems, as in breaking off during races, but ours was trouble-free. We found adjusting the chain with no reference marks a hassle, as was putting on the number plates. Huskyphiles we had ride and service the bike had no problems. Working on major parts of the bike were no problem. Those used to Japanese mounts will be bothered by minor hassle with gas tank removal and side panel hardware. On the plus side, Husky gets a handful of bonus points for ease of air cleaner maintenance. Cables are good stuff, with fittings for lubing them. They should last.

Once a rider climbs into the tall saddle, what is it like to ride? First of all, it has to be started. No pansies start Husky 500s. If you know the drill, which is basically booting it with all your oooomph with the throttle closed and the choke on, it starts first kick. If you miss the drill, prepare to be tired. Once we got it down, we were never left exhausted and without motorized transport. Once the beast is running, ease the clutch out. First gear is *tall*. Your first impression will be that the power comes from the basement and that a lot of it is transferred to forward movement. Your other first impression will be one of weight. This Husky has somehow escaped the light and feathery feel that Huskys are fondly remembered for. Even though the 430 and the 500 are nestled in the same frame, the two bikes feel completely different. The weight difference is only six or eight pounds, but it feels like more. Probably because most of the weight is in the cylinder and head, and as such, up high. The Husky is not out of the Open class ballpark in weight, not at all. It's just







(Clockwise from left) The heart of the Husky is the healthy powerplant. Note the giant carb. The 500CR is a clean, functional looking motocrosser. Flying the Husky is the easy part. Landings are cushy. Turning is no problem when there is traction. New lower handlebars keep rider forward.

that they normally feel light. Another rider who is accustomed to a 220 pound 250cc made the jump to the Husky with no difficulty, so perhaps personal preference comes into play here. All of the 1982 Open class motocrossers were heavy. Once a rider has adjusted to the Husky, the feeling of heaviness goes away with the exception of one situation. When riding on hard, flat unbermed turns, like those found at Carlsbad, the Husky finds the ponderous feeling again. At least for us, the Husky does not turn well under these conditions. A change to hard track-type tires might alleviate some of this feeling. As long as the dirt is soft or there is a berm, the Husky will turn well and with good speed. Under harder packed conditions, it doesn't feel confidence inspiring. Again, regular Swedish steel pilots had no trouble.

Accelerating up a start hill shows that the 500CR hooks up very well. Gear spacing, though tall in first gear and widely spaced, is good for the engine's power delivery — or vice versa. In short night race-type starts we could start well with concentration. In outdoor environments, we were always first up the hill. Abundant low end torque keeps the tall first gear from being a problem around tight turns. Virtually idle around the turn and twist the throttle. No clutching needed here. With the revs up and the rear tire biting, the CRs acceleration was strong — brutal if the rear end hooked up suddenly. None of our testers had a word of criticism for the motor once it was running. Even our taller testers found something to stand on or a ditch to roll the 500 into before attempting to start it.

Once the Husky is at speed, with a little traction, it is very stable and confidence inspiring. It does not suffer from the head shake that some of the new single-shockers do. Jumps are taken in stride. Huskys have always had an almost self-correcting attitude in the air. While the extra weight is noticeable, this Husky does feel like a Husky in the air. Loop-outs or endos are far from the rider's mind. On-purpose front wheel landings are soaked up without complaint.

In the comfort and controls department, the Husky shines. Levers, grips and throttle are first rate. A new lower handlebar helps the rider stay forward and the front wheel stay on the ground. Both brakes are strong, but not amazingly so. They are the epitome of excellence in their action. Both binders are smooth with no hint of grabbiness.

The clutch is also smooth in action, but a little difficult to pull. The engagement is long, making a quick stab at it difficult. Fortunately, fanning the clutch is usually uncalled for. The seat/footpeg/handlebar relationship is perfect. We have experienced none better. The comfortable stretch between the seat and pegs makes for a long reach to the ground, but the tradeoff is worth it in our minds. All controls fall easily to hand and foot.

Under race conditions, the CR doesn't do much to distract the rider. Even with the tall gearing, there is little tendency to stall. Heavy flywheels keep the power from hitting too hard and sending the rear end sideways. It helps to be in shape as the 500 works much better while being ridden fast and aggressively. Try to cruise and the bike will not be as willing to work with you.

What's the bottom line? For a considerable pile of dollar bills, the Husky purchaser gets a quality motorcycle that is a handsome, stable, fast, well detailed package that some people find turns a bit odd. After many hours of use, our test bike still looks like new and suffered no mechanical or crash-related failures. The top end was checked after about 10 hours riding time. The cylinder was hardly worn. Most of the surface still had the factory hone marks intact. It still feels tight and fresh. We were impressed with our CR500. If you like Huskys, or maybe if you don't you know you do, there might be a happy spot for one in the back of your truck. They are cetainly worth major consideration when choosing a new Open bike. •

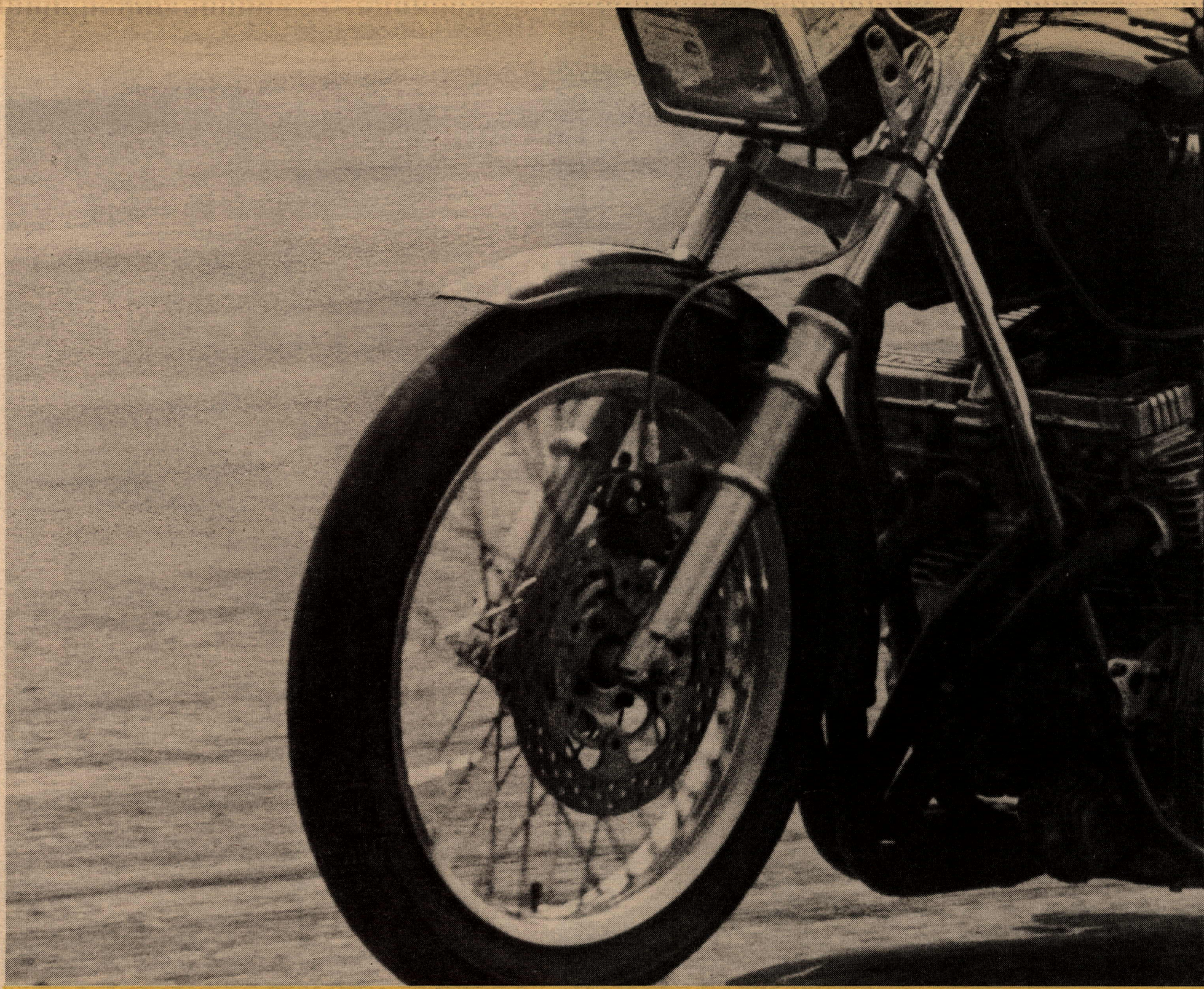
Specifications

Engine:
Single cylinder two stroke
Displacement ..... 488cc.
Bore & stroke: ..... 86 x 84mm.
Compression: ..... 9.5:1.

Transmission:
Clutch: ..... 6-disc light alloy.
Carburetor: ..... Mikuni 44mm.
Electrical: ..... Motoplat CDI with internal rotor.
Frame: ..... Chrome moly tubing, heat treated.
Rear suspension: ..... Heat treated swingarm in sealed needle bearings.
Gas filled "piggy-back" Ohlin shocks
Travel: ..... 12.2 inches (310mm)
Front: ..... Husqvarna 40mm
Travel: ..... 11.8 inches.

Wheels and Brakes:
Front: ..... 3.20x21 inches with 6.3 inch brake drum.
Rear: ..... 5.00x17 inches with 6.3 inch brake drum.
Tires: ..... Trelleborg Deep Grip (front)/Ten Master (rear).
Rims ..... Husqvarna light alloy.

Dimensions:
Length: ..... 86.2 inches.
Height: ..... 49.6 inches.
Wheel-base: ..... 59.2 inches.
Seat Height: ..... 38.1 inches.
Ground clearance ..... 13.6 inches.
Weight (dry) ..... 236 lbs.
Rake ..... 30.5°.
Trail ..... 6 inch.
Suggested retail price ..... $2950.00.



Yeager speeds awa
Receives

It's been some kind of year for Joe Yeager and his super-modified Yamaha Seca 750.

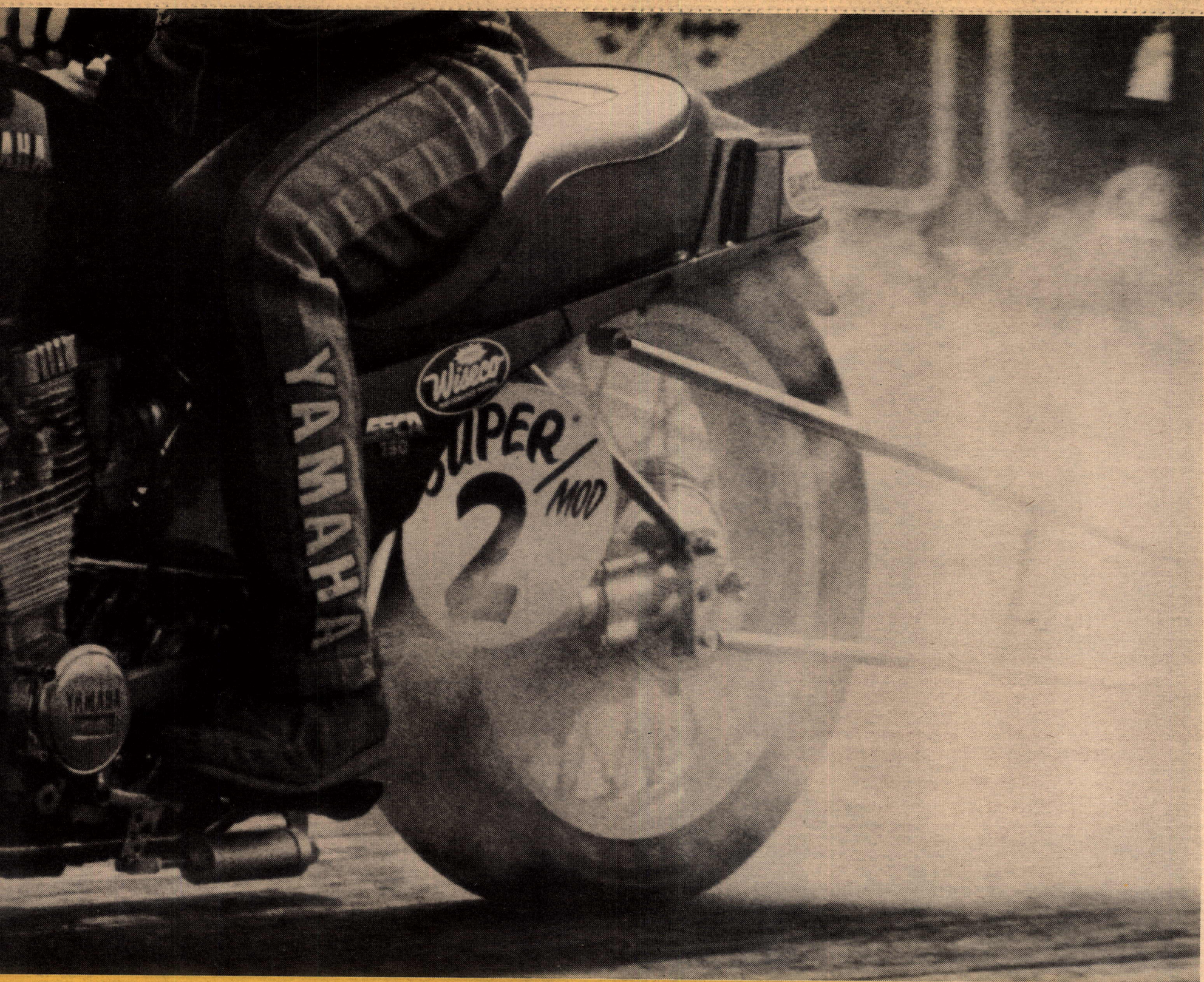
It started with the Southeastern Nationals where he set a new world quarter-mile record.

Then, before the ink could dry, he set a new world record at the Summer Nationals.

Which he promptly broke at the Western Nationals.

Which was quickly erased with a sizzling run of 10.03 seconds, doing 132.74 mph, at the Golden State Nationals.

That world record stood up to Joe's



ay from green light. citation.

final assault of the season at the NMRA Nationals, which he won (naturally), capping an undefeated 5-0 year and earning him the title of Super-Modified Champion.

The NMRA was so impressed by Joe Yeager's record-smashing performance, they voted him Sportsman Rider of the Year.

But that only goes to prove what a lot of you already know. There's nothing like being on a Yamaha Seca when the light turns green.

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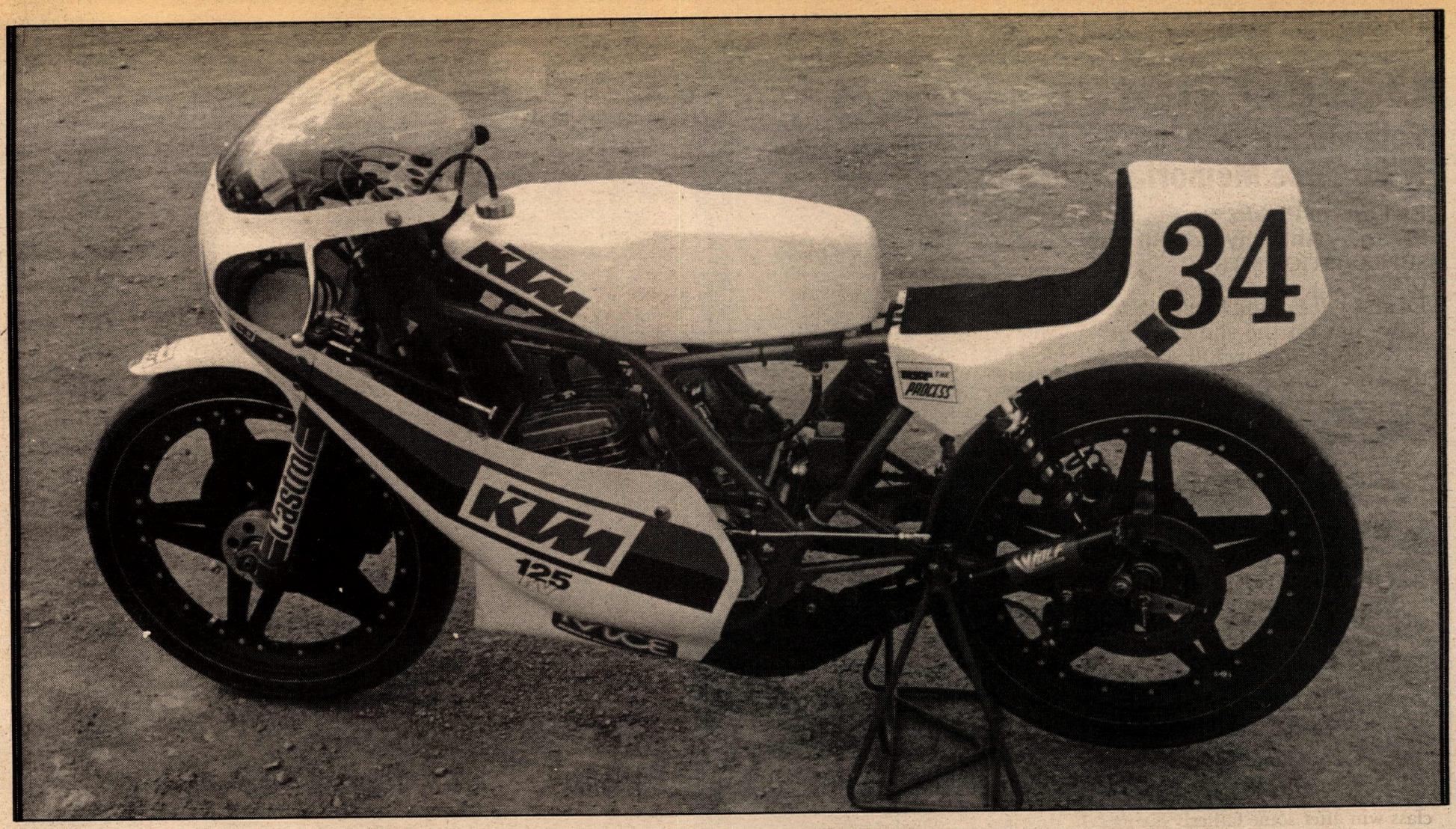

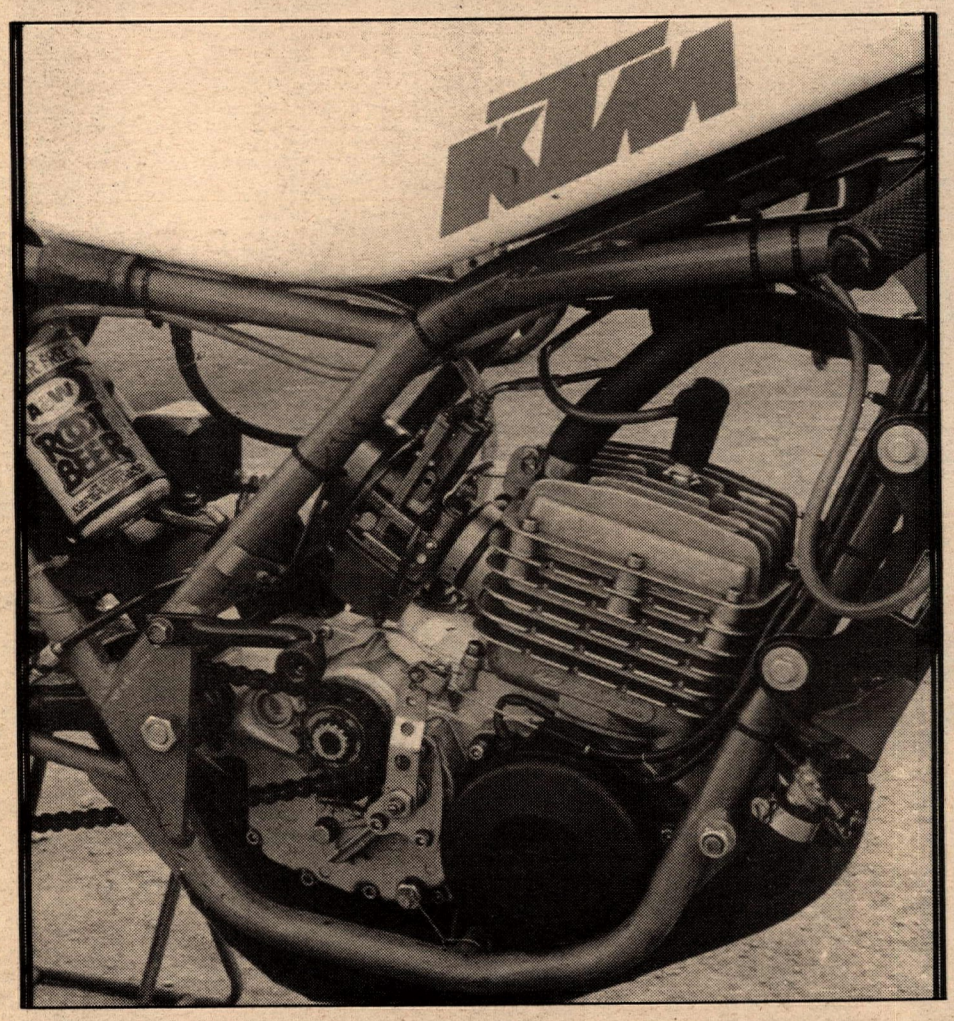

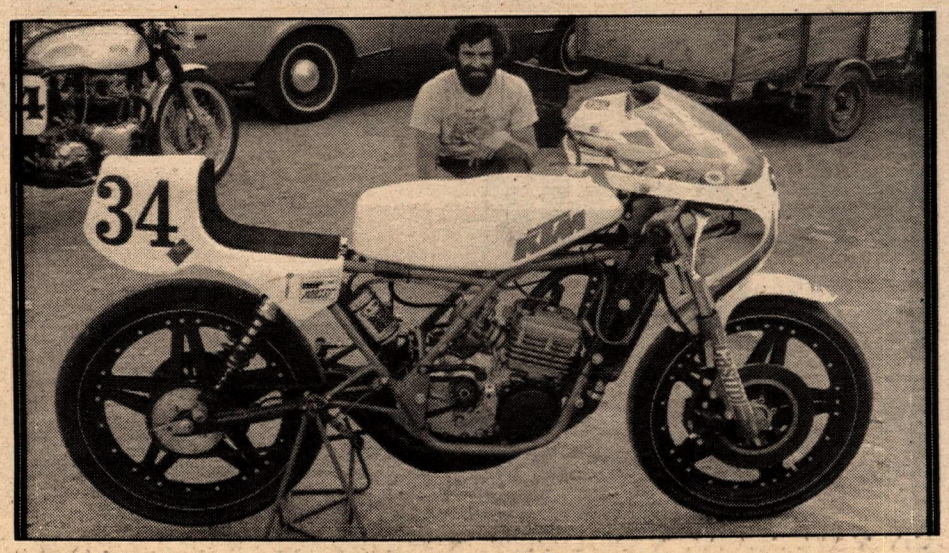

KTM 125 road racer project

By Alan Cathcart

The increased interest in the 125cc class on a worldwide basis has led many smaller manufacturers to produce single-cylinder road racers based on their motocross engines, in an attempt to emulate Honda's undoubted commercial success with the MT125.

Next to join the club could be the Austrian KTM concern, whose Canadian subsidiary has backed a prototype machine which, in the hands of local rider Norm Sheppard, is currently leading the Canadian 125cc championship after six rounds, ahead of the Hondas and the works-supported TZ125 Yamaha of local ace Clive Ng-A-Kien. Rumor has it that the parent factory is considering a batch of 25 bikes for next season, based on the Sheppard machine, and aimed at the club racer.

Sheppard is one of those versatile rider/engineers who likes playing with motorcycles: he hops off the little 125cc KTM at meetings right on to a 500cc Norton Domi vintage racer, and races both with equal success. He started 125cc racing on a 125cc Honda, then at the request of KTM Canada last winter installed one of their water-cooled MX engines in the suitably modified Honda frame for the '82 season.

The result is a bike that has the handling of the Honda, with better midrange torque and top-end power than the Japanese bike. Using a 36mm Lectron carb, the 54 x 54 mm engine produces power from 6,000 rpm up to peak revs of 11,500: Norm's never had the engine on a dyno, so doesn't know the bhp output ("around 31-32"), but says only Ng-A-Kien's TZ125 seems to have a power advantage.

The reel-valve cylinder has 4 transfers and a bridged exhaust port; at low revs the engine breathes through the reed, then—as revs rise—three booster ports come into play using another port in the piston to provide a straight intake. It's an ingenious design without the complication of a power valve.

Biggest drawback at present is the standard six-speed MX gearbox; Sheppard loses 1,200 rpm with each shift. A forged single-ring Mahle piston runs in a steel liner, with three oversizes available — a good point for the club racer. Motoplat ignition off the MX bike is fitted.

Astralite wheels help to lower the dry weight to 164 lbs. (182 lbs. ready to race); a single front disc off a 250 LC Yam with Honda CBX caliper mounted on 32mm MT125 forks stop the bike. Sheppard says the handling suits him just fine, which is perhaps why he still runs Honda 400 street rear units.

The little KTM special has never finished lower than fourth this season, with one retirement when the crank went after 400 racing miles: one of the disadvantages of running a development special is that you have no idea of component life and must find out for yourself the hard way! Sheppard's grateful for the support he's received from KTM's Canadian branch, but club racers in other countries may yet have cause to return the compliment if a batch of factory replicas do indeed come up for grabs. •

Desert Hotline

Folands top D-38 Mike Rose Memorial

By Loretta Pipkin
Photo by Anthony DePalmer

SUPERSTITION MTN., CA, OCT. 10

Ed and Jeff Foland (Escondido Kaw) put on the show of the day, taking the overall win in the Mike Rose Memorial D-38 European Scrambles team race. Ed Foland also capped first overall in the 125cc/Vet/Senior race.

In the latter event the brothers Foland gave everyone fits, dicing back and forth through the silty, jagged 6.5-mile course. Jamie Tucker held third with Terry Strauwald breathing down his neck. On the fourth lap Tucker was out when he lost a tranny.

The Folands led throughout the race, but 150 yards from the checkered flag Ed ran out of gas while in the lead. He pushed the bike madly with the crowd cheering him on, when brother Jeff cruised up. Ed leapt on the bike and it coughed and sputtered across the finish line just ahead of a grinning Jeff. Strauwald cruised in a minute later for third overall. Bill Reams sailed to the Vet class win after some fatherly dicing with son Scott, a 125cc Amateur. Scott ran out of gas two miles out, but Kirk Hester was sitting there with a broken clutch lever and came to his rescue, so Scott was off. Papa Bill caught him into the curve at home check and got past. Claude Maynard diced with Tom Carrol for the next Vet slot, with Maynard taking it. Senior Experts Jack Neeley and Roger Adsit were back at it, and Neeley had the lead when he fell. "I was so tired," said Neeley later. "Paul Ziegler slowed and asked me if I was OK. That's when I saw Adsit and it gave me a new wind." Neeley held it on for the win with Adsit second and Ziegler third.

Craig Corda (C/N Cycle) stayed with the program for the next race, Opens and 250s. Corda led the first lap with Leon Livingston 30 seconds behind. Livingston gained a tiny lead on the second loop over Corda. Corda grabbed it back in the third while Paul Eddy rode a smooth third spot. Eddy passed the ailing Livingston on the fourth lap, holding it to second overall at the finish. Todd Kennedy moved into third slot and took the 250cc Amateur class laurels.

In the team race it was the green KX125 and Foland and Foland overall. At the end of the first loop the Leon Livingston/Randy Hollenbeck team were leading and they held till the fourth lap. Hollenbeck had some problems then and Livingston went to look for him. It put both riders on the track at the same time through a check, penalizing the gallant team a lap. Paul Eddy/Gorden Clark nailed down second overall, first 250cc Expert, with Terry Strauwald/Don Mathews third, Dale Stevenson/Matt Hope fourth, and Randy Byers/Robbie Pippin fifth. Bill Reams/Tom Carrol took the Vet Class with Roger Adsit/Jim Ribley second.

The Los Exploradores Rescue Unit received a $200 check from the Rose family donated in appreciation of the team's dedicated coverage of desert racing. The Mike Rose Memorial Race will be staged annually with a perpetual trophy in memory of Mike, who was fatally injured in a desert race Sept. 12. •

Results

125 EX: 1. Ed Foland (Kaw); 2. Jeff Foland (Kaw); 3. Terry Strauwald (Yam).
125 AM: 1. Pat Lowerie (Yam); 2. Scott Reams (Yam); 3. Jamie Tucker (Suz).
125 NOV: 1. Sean Cavins (Suz); 2. John Bird (Suz); 3. Roy Basin (Yam).
VET EX: 1. Bill Reams (Yam); 2. Claude Maynard (Hus); 3. Tom Carrol (Yam).
VET AM: 1. John Peterson (Kaw); 2. Steve Moeake; 3. Frank Cook.
VET NOV: 1. Dick Dennison (Yam); 2. Lee Johnson/Al Yoakum (KTM).
SR EX: 1. Jack Neeley (Hus); 2. Roger Adsit (Yam); 3. Paul Ziegler (Yam).
SR AM: 1. Dave Orozco; 2. Hal Graves (Yam); 3. Dick Bird.
SR NOV: 1. Mike Gains; 2. Ted Scott.
OPEN EX: 1. Craig Corda (Suz); 2. Dale Stevenson (Yam); 3. Leon Livingston (Hus).
OPEN AM: 1. Steve Basin (Yam); 2. Steve Bott; 3. John Robinson (Yam).
OPEN NOV: 1. Mike Fagan; 2. Earl Leduc; 3. Dave Popoff.
250 EX: 1. Paul Eddy (Yam); 2. Gorden Clark (Yam); 3. Matt Hope (Yam).
250 AM: 1. Todd Kennedy (Yam); 2. Randy Byers (Yam); 3. Mort Maynard (Hus).
250 NOV: 1. Scott Mathison (Yam); 2. Krag Dodge; 3. Brett Nelson.
TEAM RACE
125 EX: 1. Ed Foland/Jeff Foland (Kaw); 2. Terry Strauwald/Don Mathews (Yam).
125 AM: 1. Kirk Hester/Pat Lowerie (Yam); 2. Scott Reams (Yam)/Jamie Tucker (Suz)
125 NOV: 1. Dennis Laughlin/Mark Buckley; 2. John Bird (Suz)/Dan Desrosiers.
250 EX: 1. Paul Eddy/Gorden Clark (Yam).
250 AM: 1. Randy Byers (Yam)/Robbie Pippin (Suz); 2, Larry Kussler/Allen Blevins (Yam).
250 NOV: 1. Tim Mercer/Brett Nelson; 2. Bob Bird/Scott Mahison (Suz).
OPEN EX: 1. Dale Stevenson/Matt Hope (Yam); 2. Leon Livingston/Randy Hollenbeck (Hus).
OPEN AM: 1. Steve Basin/Todd Kennedy (Yam); 2. Bob Towne/John Robinson.
OPEN NOV: 1. Norm Elsperman/George Ryan; 2. John Fargo/Mike Fargo (Yam).
VET EX: 1. Bill Reams/Tom Carrol (Yam); 2. Jim Ribley (Hus)/Roger Adsit (Yam).
VET AM: 1. Bob Huff/Frank Sherfy (Yam); 2. Break N Billings/Mike Gains (Yam).
SR EX: 1. W.C. Thorton/Paul Ziegler (Yam).

Ed Foland won two classes at the Mike Rose Memorial.

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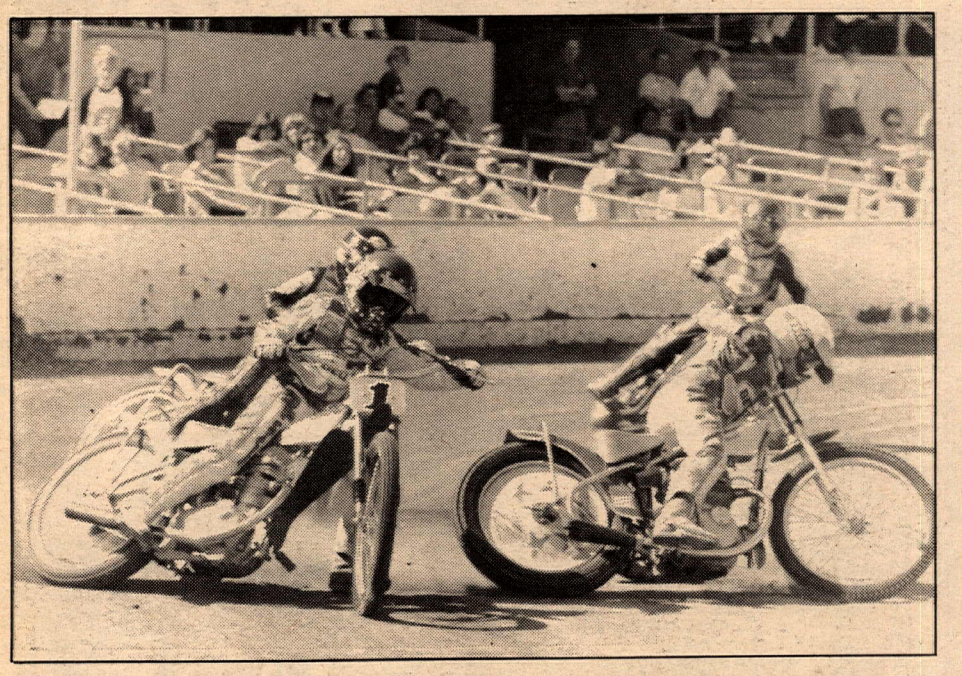
Western hotline



Ronnie Correy (1) powered his Triumph-powered Junior Speedway bike to his second consecutive Junior Speedway Championship title.

New champ Ronnie Correy on the victory stand with Bart Bast (left) and Scott Brant (right). Bast and Brant tied with Bast taking the breaker.

Mike "Chief" Tripes won two classes at OCIR. (File photo.)

Correy keeps Junior Speedway Championship

By Scott Daloisio

COSTA MESA, CA, OCT. 10

Fifteen-year-old Ronnie Correy closed out his spectacular Junior career by taking the second annual Junior Speedway National Championship in a race dedicated to the memory of Denny Pyeatt.

Correy (D&F Cycle), who also won the title in 1981, served notice in race two that he meant business. He ran away from the pack to win by a full straightaway. Greg Hancock (Penhall/Bell), another of the pre race favorites, had a similar success in race three when he out-distanced Jess Finch (House of Suzuki).

Race four had a definite northern California flavor as Bart Bast (JB/KRW) held off a determined Scott Brant (Precision Cycle/Hi Point) the entire distance. Brant tried the outside of the well prepared track, but was unable to get the job done and had to settle for second in the crowd pleasing affair. Bobby Hedden (Precision Cycle/Shoei) of Placerville came in third.

Hancock came back in race five, but fell short to Bobby Cody (Cody Products/Vans), who had taken a spill in his first heat. Brant continued to impress the southern California fans with a strong performance by defeating Jordan Duncan (Alan Christian/STP) in race six. Finch got the gate over Correy in race seven only to have the talented Fullerton youngster rocket by for the lead, on the backchute on lap one, and go the rest of the way unchallenged. Dave Busby (Busby/Schwartz) won his first race of the day when he topped Bast to close round two.

Bast came right back to easily out-distance the pack in race nine, giving him eight out of a possible nine points. Scott Correy (D&F Cycle) and Duncan staged a see-saw battle in race 10; that ended when Correy crashed into the wall on the front chute as they came down for the checkered. Duncan got the win. Correy was able to walk away, but was out for the afternoon.

Brant came from behind and nipped Busby at the line on a controversial call in race 11. Ronnie Correy closed out round three by showing the competition the number on the back of his leathers.

Correy, on a back-to-back ride, had to race the "Giant Killer," Brant, in race 13. Correy held a slim lead over the first two laps with Brant trying everything in his bag of tricks to get by. On lap three of his toughest race of the day, Correy was able to open up a little breathing room. Brant hit the dirt in turn one on the final revolution, allowing Correy to coast the rest of the way for his fourth victory of the day.

Bast stayed one point behind Correy when he defeated Lance Darsow (Gene Plues Motorcycles/Harsh Tooling) in race 15. Busby put himself into a run-off for second by taking his second win of the day in race 17.

Race 18 gave Correy the chance to ice the title for the second year in a row. It was also his toughest race of the day, with his competition being Bast, Duncan and Hancock. Duncan and Bast still had a mathematical chance at becoming champion. Correy got a bad gate, but was able to move into second behind Duncan on the backchute and relieve him of the lead before the end of the first lap. The popular youngster rode tall in the saddle the final three laps and ended his Junior career on a championship note.

Brant closed out the regular events by winning event 20 and making the run-off for second a three rider go. Bast, coming out of gate four, gained the lead at the outset over Busby and Brant. Bast took full control when Busby challenged and bobbled in turn three on lap one. Brant slipped by Busby for second on lap two. Busby made up the lost ground and ducked to the inside of Brant to get by on the backchute on the final lap only to have the "Giant Killer," come back by on the front chute to finish a fairly close second to Bast.

Results

POINTS: 1. Ronnie Correy (15); 2. Bart Bast (12*); 3. Scott Brant (12); 4. Dave Busby (12); 5. Greg Hancock (10); 6. (TIE) Jordan Duncan/Trinon Cirello (9); 8. Lance Darsow (8); 9. (TIE) Bobby Cody/Ryan Evans (7); 11. (TIE) Marshall Topping/Jess Finch (5); 13. Jayme Finch (3); 14. Gene Topping (2); 15. (TIE) Scott Correy/Warren Wilson/Jason Chism/Bobby Hedden (1); 19. Amy Alvarez (0).
*Tie broken by run-off.

Novice action highlights qualifier at OCIR

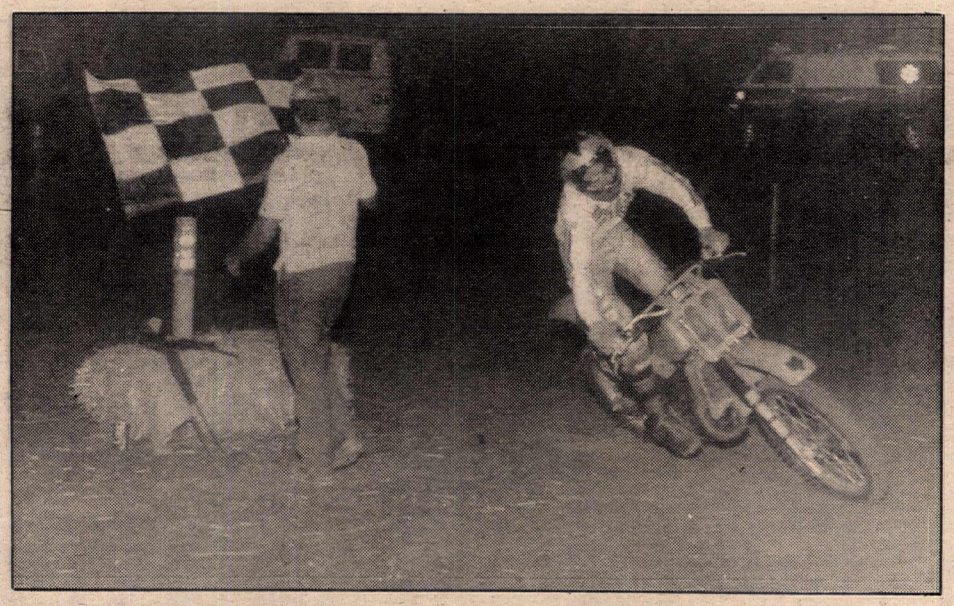
By Steve Crosby

IRVINE, CA, OCT. 7

The last Amateur Supercross event of the hectic 1982 season is coming up soon, and three of the many qualifiers for the CRC event are being held at Orange County International Raceway. This week was the second qualifying night at the County and the racers tried a little harder in order to gain a chance to go to San Diego. Taylor Marcell topped the 125cc Pro class over Chris Heinrich and Louisiana's Russell Reynolds. The top three in the Open class were the same as last week. Mike Tripes took the victory on his Husky while Scott Cavness and Rob Trone were second and third.

Todd Peterson returned to the winner's circle at OCIR with a win in the 250cc class. Peterson had the early lead in the first moto until he went down as Mike Tripes was trying to pass him. Tripes only held on for a lap until he crashed in the stutter-bumps. This gave the lead to the Texan Kawasaki rider Dan Conway, who rode mistake free to take the moto.

Peterson grabbed the holeshot in the second moto with Rob Trone, who finished second in the first moto, right behind. Tripes fought his way past Trone after a couple of laps with Conway following his line into third. Peterson held on while Tripes held off Conway, giving Peterson the overall. Peterson finished with a 3-1 while



Rick Atkins has been trying this side of the flag lately.

Conway had a 1-3 and Tripes had a 4-2.

The 125cc Novice turned out to be the best race of the evening as four riders locked handlebars and stayed close throughout both motos. Jim Matiasevich took the first moto lead on his Honda and never gave it up though he received heavy pressure from Roy Watkins, then Jason Coolbaugh. Watkins crashed on the third lap, turning over second place to Coolbaugh. Two laps later, Mike Overby passed Coolbaugh for second, but that only lasted a lap. Coolbaugh grabbed the spot back. Overby fell to fourth behind the tricked-out 100cc bike of Keith Morabito, but made it back to third by the finish.

In the second moto, Coolbaugh grabbed the holeshot. Close behind were Matiasevich, Watkins, and Rick Nabors. It stayed that way the first half of the moto with only Overby moving up into fourth. The top three were within a few feet of each other at every turn. Coolbaugh faltered on the fifth lap and Matiasevich was right there to take the lead, and Watkins moved into second a few turns later. That's the way they finished — still very close. Matiasevich had the overall with his 1-1 and will soon be moving up a class. Coolbaugh took second with his 2-3 while Overby rallied his 3-4 for third.

In 250cc Novice, the overall win went to Tom Brown. In the first moto, Larry Cravens took the lead for two laps until Brown went by. Cravens slipped back to fourth by the checkered flag behind Bruce Jensen and Chris Pillow. In the second moto, Brown led the whole way while Cravens stayed in second and held off Glenn Daunch. Brown took the win while Cravens used his 4-2 for second. Jensen had a fifth in the second moto to go with his second and finished third overall.

Results

60 BEG: 1. Brandon Sperling (Yam); 2. Chad Ponegalek (Suz); 3. David Munoz (Suz).
60 NOV: 1. Mike Reiley (Yam).
60 INT: 1. Eric Litzenberg (Yam); 2. Natt Foster (Yam).
60 EX: 1. Shane Hunt (Yam); 2. Jason Collier (Yam).
MINI BEG DIV I: 1. Rusty Somers (Kaw); 2. Mark Ronis (Yam); 3. Tim Rietschel (Hon).
MINI BEG DIV II: 1. Skip Wells (Yam); 2. Brad Starkenberg (Yam); 3. Murray Shackleford (Kaw).
MINI BEG DIV III: 1. John Meehan (Kaw); 2. John Calia (Suz); 3. Richard Watson (Yam).
MINI NOV: 1. Steve DeZwart (Yam); 2. Walter Armendariz (Suz); 3. Lee Beaver.
MINI INT: 1. Jeff Matiasevich (Kaw); 2. Thayne Zito (Kaw); 3. Bunky Morton (Suz).
MINI EX: 1. Billy Frank (Yam).
125 BEG DIV I: 1. John Neubauer (Suz); 2. Marcus Cahill (Suz); 3. John Haddad (Yam).
125 BEG DIV II: 1. Tony Wright (Yam); 2. Don Sliwinski (Suz); 3. Kent Wattanchinda (Yam).
125 NOV: 1. Jim Matiasevich (Hon); 2. Jason Coolbaugh (Yam); 3. Roy Watkins (Kaw).
125 INT: 1. Bill Thiebert (Suz); 2. Sean Corcoran (Suz); 3. Bill Clemson (Yam).
125 PRO: 1. Taylor Marcell (Yam); 2. Chris Heinrich (Kaw); 3. Russ Reynolds (Kaw).
250 BEG DIV I: 1. Corey Gash (Yam); 2. Peter Allison (Mai); 3. Dean Russell (Yam).
250 BEG DIV II: 1. Henry Corry (Suz); 2. Greg Johns (Mai); 3. Martin Siedschlag (Yam).
250 NOV: 1. Tom Brown (Suz); 2. Larry Cravens (Yam); 3. Bruce Jensen (Yam).
250 INT: 1. Carl Reed (Suz); 2. Bryan Paquette (Hon); 3. Scott Lohr (Suz).
250 PRO: 1. Todd Peterson (Yam); 2. Dan Conway (Yam); 3. Mike Tripes (Hus).
OPEN BEG: 1. Steve Dawson (Yam); 2. Steve Masters (Yam).
OPEN INT: 1. Bryan Kink (Suz); 2. Tim Kilgore (Yam).
OPEN PRO: 1. Mike Tripes (Hus); 2. Scott Cavness (Suz); 3. Rob Trone (Hon).

Atkins aces two CMC Ascot classes

By Tom Corley

GARDENA, CA, OCT. 6

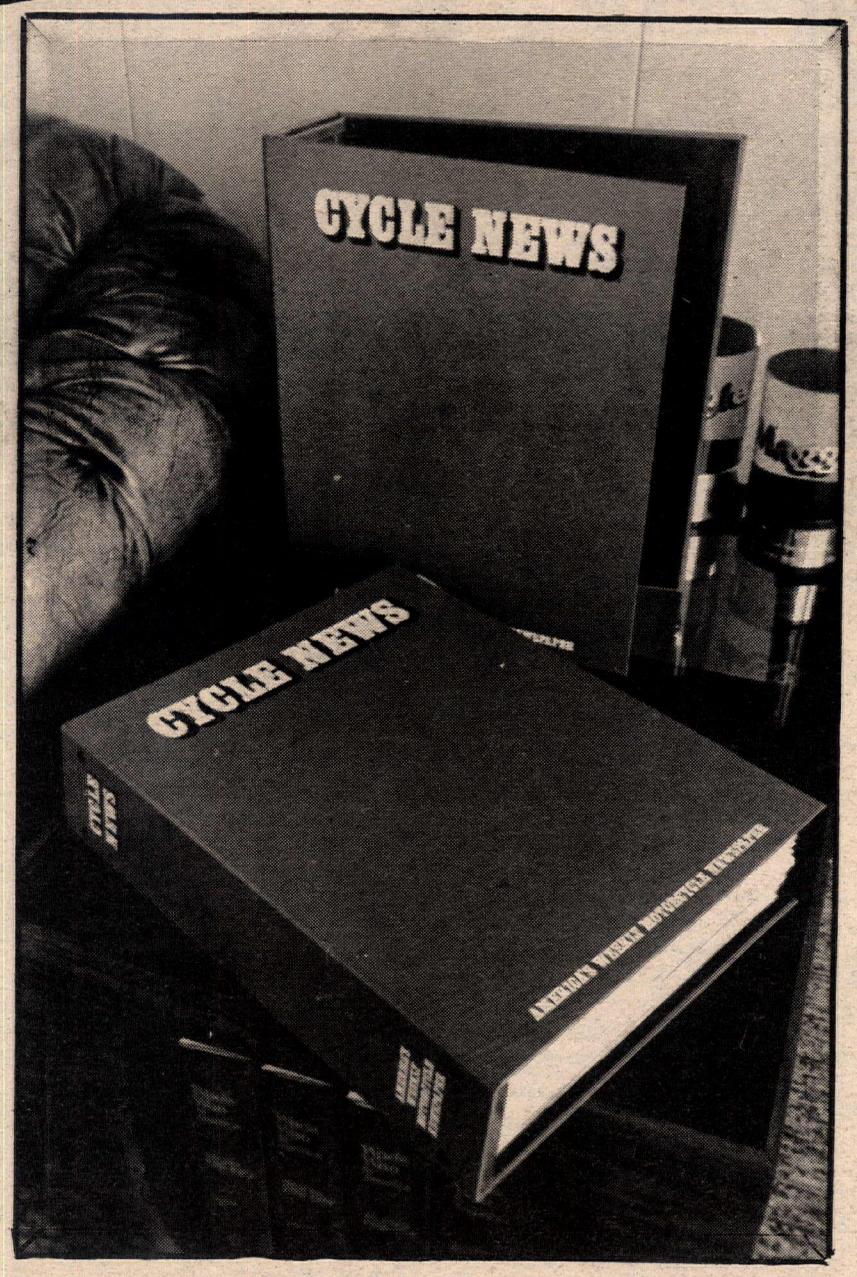
After waving the checkered flag for the better part of this season, Rick Atkins jumped into the 125 and 500cc Intermediate line-up and has been taking the wins. Tonight marked the final event of Continental Motosports Club motocross at Ascot, and Atkins once more won both the 125 and 500cc Intermediate classes.

The classes were narrowed down considerably, and all of the 125, 250 and 500cc Intermediate classes were combined with the Pros. In some cases the Intermediate riders were as fast as the Pros and gave them a close battle. Todd Peterson took the holeshot in the first 125 Pro race with Darryl Werner and Eddie Gauley rounding out the top three. Gauley fell on the tricky palm tree corner but picked up his Suzuki and still held on to third. Right behind these Pro riders charged the Intermediates, who were led by Rick Atkins. Kenny Donelson headed off Mike Morrison and Tim Foster through the finish line.

It was a rather easy victory for Peterson as Werner did not race the final moto and Ron Turner was absent from the line-up. This time Glenn Page held the runner-up position next to Todd with Gauley taking third. Overall, Peterson had the win over Gauley and Page. Tim Foster took his Pro-Circuit-tuned Suzuki 125 to the early lead in the 125cc Intermediate class; pretty good for Foster who was just visiting Ascot. Morrison was in second till he faltered on the finish corner and gave Atkins the chance to pass. Soon Atkins worked by Foster for the lead. Taking the first place trophy was Atkins over Donelson, Foster and Morrison.

Atkins didn't have any competition in the 500cc Intermediate class,

Got the ripped-up, dog-eared, yellow page blues?



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Western hotline

Neisha Kahoopii took first in the 250cc support class in Hawaii.

but he was still able to have a good race with the Pros. Bill Boyer has only raced at Ascot a few times this season, and he was out tonight. Boyer took his Honda to the first moto lead while Glen Senecal of Racecrafters was trying to work by Boyer. Steven Van Zant led Chris Jackson for third.

When the gate dropped for the final moto, Atkins had the holeshot and outdid the Pro riders. Boyer had the lead position for the Pros but then he bailed hard off of a rut that was just before the finish line. That fall gave Boyer last place and lost him the top money. Senecal went on to take first over Van Zant and Mike McMillen. On the payoff list it was Senecal, Van Zant and Boyer.

Results

60 JR: 1. Brian Payne (Yam).
80 JR: 1. Troy Cline (Yam); 2. Kevin Bussey (Yam); 3. John Gobert (Hon).
80 INT: 1. Danny Barnett (Kaw); 2. Keith McMillen (Hus); 3. Glenn Gordy (Kaw).
80 EX: 1. Arthur Huffer (Kaw).
125 JR: 1. John Bush (Yam); 2. Martin LaRouche (Suz); 3. Russell Wagy (Yam).
125 INT: 1. Rick Atkins (Suz); 2. Kenny Donelson (Kaw); 3. Tim Foster (Suz).
125 PRO: 1. Todd Peterson (Yam); 2. Eddie Gauley (Suz); 3. Glenn Page (Suz).
250 JR: 1. Joe Finzel (Hon); 2. Jimbo Thomas (Yam); 3. Carl Pole (Hon).
250 INT: 1. Mike Federow (Suz); 2. Shawn Tracy (Hon); 3. Steve Dennison (Yam).
250 PRO: 1. Todd Peterson (Yam); 2. Dan Westergaard (Suz); 3. Pete Murray (Mai).
500 JR: 1. Skip Cristy (KTM); 2. Mike Modrak (Hon); 3. Jimbo Thomas (Yam).
500 PRO: 1. Glen Senecal (Yam); 2. Steve VanZant (Mai); 3. Bill Boyer (Hon).
500 INT: 1. Rick Atkins (Suz).
VET MASTER: 1. Chris Jackson (Mai); 2. Tim Doherty (Mai); 3. John Foreman (Yam).

Alexander King in Oahu TT

By Ace Reporter

OAHU, HI, OCT. 1

TT King Hagi Alexander claimed most of the Expert payback tonight, winning both the 125cc and 250cc Expert classes. Tommy Uejo's Action Promotions TT track was a quagmire in practice and barely got tacky by the last moto of the night, but Hagi's feet on the pegs style gave him the edge in the sideway's search for traction.

The 125s couldn't finish a lap in practice without mud wedging the wheel and cooking the clutches, but the Open bikes packed ridges of wet clay in the corners that provided several lines and surprises if the front and rear wheels lined up on different grooves. A big slick in the exit of turn two caused several restarts plus a concussion for Bert Uyeda, who high-sided his head into the track at the start of the first 125cc Expert class. When Bert started asking if he had practiced yet and when his race was going to be, they delivered him to the doc where rest was prescribed for concussion/amnesia.

Sonny Salavea turned a clean holeshot into a record slide attempt; he refused to admit he'd lost it over the slick, then gave his body up for traction to the rest of the Open Support class. Vance Fung was down next, but hopped up in time to catch a handlebar in the kidney. At the restart, Fung and Salavea were still dizzy and last off the line. Stacy Akana slid his way into a smooth lead, followed by newcomer Brent Kuniyoshi. Salavea recovered in time to work his way up to third.

In the second moto, Salavea gave away another holeshot, this time in the hairpin, but charged from seventh position to regain the lead in less than a lap. At the checkered, it was Salavea with Ricky Amano a distant second, holding off Kuniyoshi in third.

In the 125cc Support class, the usual flood of entries required A and B heats to fit them all on the starting line. In the first and wettest moto, Scot Spencer slapped a monster holeshot on the class that lasted several laps. Jace Furuike worked his way around Scot after a tight battle that left the rest of the pack half a lap behind. Calvin Agena and Gavin Yamasaki transferred from the B heat, and the second moto showdown was Furuike, Spencer, Agena and Yamasaki in a tight train from wire to wire. In the final moto, the drying track gave Furuike his usual banzai confidence, and he ran away from Spencer and Agena, with Guy Key taking fourth.

In 250cc Support action, getting physical was the name of the game. The clashing was kept mostly to the track, as Neisha Kahoopii squeaked away from musclemen Bobby Joe Oman and Vincent Chong. Brian Kam wedged his way into the Oman/Chong battle to take third in the first moto, but then crashed while running second in the second moto. Oman held Chong off with a variety of tactics that had the crowd going berserk, only to have Chong pull off a kamikaze pass at the finish line that almost took out the flagman. Oman declined the exchange of the flagger's life for second place and finished a steamed third.

In the Expert divisions, Hagi Alexander took both 125cc Expert motos with ease. The surprise was Todd Tavares passing Mike McGuire for second place in both motos, edging Mike for second overall.

McGuire was fearless in the first 250cc moto, holding his Honda wide open where even Hagi shut off, as they finished 1-2.

Second moto, with the better traction, Hagi came back to beat McGuire for the overall.

In the Open class, the four-strokes reigned in the mud with Jon Bratten and Bob Kutz in first and second. John Harris hooked up in the second moto to edge Kutz for second place bucks as Bratten took his third overall in a row.

Results

MINICYCLE 80: 1. Blayne Soma (Yam); 2. Keith Daniels (Yam); 3. Roy Kiyabu (Yam).
125 SUPPORT: 1. Jace Furuike (Suz); 2. Scot Spencer (Hon); 3. Calvin Agena (Yam).
250 SUPPORT: 1. Neisha Kahoopii Jr. (Yam); 2. Bobby Joe Oman (Hon); 3. Vincent Chong (Yam).
OPEN SUPPORT: 1. Sonny Siamani Salavea (Hon); 2. Brent Kuniyoshi (Yam); 3. Ricky Amano (Hus).
EX 125: 1. Hagi Alexander (Yam); 2. Todd Tavares (Yam); 3. Mike McGuire (Hon).
EX 250: 1. Hagi Alexander (Yam); 2. Mike McGuire (Hon); 3. Jon Bratten (Hon).
EX OPEN: 1. Jon Bratten (Hon); 2. John Harris (Hon); 3. Bob Kutz (Hon).

Pillow's consistency nets Novice crown

By Steve Crosby

IRVINE, CA, SEPT. 30

With just one more month left in the 1982 season at Orange County International Raceway motocross, some familiar faces are starting to try to get in a few more weeks of racing before the lights go out on southern California night racing except for the other R.A.C.E. track at Corona. The most hectic class of the night turned out to be 250cc Novice. The overall win went to Chris Pillow aboard a Suzuki with a 2-2 tally. That's not too out of the ordinary, but second place ended up being Tom Brown with a 1-7. And third place went to the 8-1 score of Kris Barker.

In the first moto, Tom Brown took the holeshot with seldom seen Rino Navera in second. Navera took the lead on the second lap and Mark DeSilva moved from sixth place to third by the end of the second lap. Chris Pillow, who started in seventh, moved up to fourth on the next lap and to third a lap later. On the final lap, Navera crashed trying to pass Brown with just a few feet to the finish line. Brown managed to cross the line while Navera couldn't get past the line until he was seventh. Pillow took second with Bruce Jensen third. Kris Barker was in fourth, but got tangled with Navera and dropped back to eighth.

In the second moto, Navera took the holeshot with Pillow and Barker following. Barker passed Pillow on the next lap and took the lead a lap later. Pillow then moved into second again by passing Navera on the next lap. The action didn't stop there; DeSilva and Brian Wells moved into third and fourth. Wells waited a lap and passed DeSilva for third. Navera moved by DeSilva on the following lap. That's the way the top four finished, Barker, Pillow, Wells and Navera. Randy Paulin entered the top five on the final lap. Pillow was the only consistent rider in the class and took the overall with his 2-2. Brown was second overall with third being a tie between Barker's 8-1 and Wells' 6-3. As the second moto is the tie-breaker, Barker was awarded third.

In the Pro action, Tracy Meeks took his Kawasaki to a pair of moto wins. Taylor Marcell rode his Yamaha to second both times. Shan Niday had a pair of threes. Mike Tripes had a perfect night taking both motos in both 250 and Open Pro. In 250cc Jim Brodie took the holeshot both motos, but crashed in the first and finished ninth. In the second moto, Brodie held off Tripes for a few laps until giving up the lead and eventually finishing third. Second overall went to a first timer at the County, Dan Conway, who was in from Texas for Kawasaki. Dallas Rebello was third overall with a 5-4.

In Open Pro, Tripes led every lap on his Pro Circuit Husky. Scott Cavness fought with Gary Gonzales and Larry Wells for second and came out on top of that battle both motos. Rob Trone tried his skills on an Open bike for the first time and finished with a 4-3 on his Honda. For some reason the Open Pro class has been the most populated of the Pro classes lately on a track that many feel is too tight for the big cc machines. There were 12 riders in the class this week with the winner taking home $110.

Results

60 BEG: 1. Brandon Sperling (Yam); 2. Shane Good (Yam); 3. Paul Stanhope (Suz).
60 NOV: 1. Mike Reiley (Yam); 2. Chris McCoy (Suz).
60 INT: 1. Matt Foster (Yam).
MINI BEG DIV I: 1. Mark Ronis (Yam); 2. Steve Jarrett (Yam); 3. Kevin Bussey (Yam).
MINI BEG DIV II: 1. Murray Shackleford (Kaw); 2. Paul Bush (Kaw); 3. Gary Dellegatte (Hon).
MINI BEG DIV III: 1. Brad Starkenberg (Yam); 2. Paul Nagel (Kaw); 3. Jim Reiley (Yam).
MINI NOV DIV I: 1. Paul Molina (Yam); 2. Steve DeZwart (Yam); 3. Tim Galceran (Kaw).
MINI NOV DIV II: 1. Bunky Morton (Suz); 2. Walter Armendariz (Suz); 3. Craig Miller (Suz).
MINI INT: 1. Derek Nye (Yam); 2. Thayne Zito (Kaw); 3. John Fitterer (Kaw).
MINI EX: 1. Billy Frank (Yam).
100: 1. Mark Browne (Yam).
125 BEG DIV I: 1. John Neubauer (Suz); 2. Tom Allen (Yam); 3. Fernando Torrez (Kaw).
125 BEG DIV II: 1. Marcus Cahill (Suz); 2. Pat Chandler (Yam); 3. Tony Wright (Yam).
125 NOV: 1. Jason Coolbaugh (Yam); 2. Mike Antcliffe (Kaw); 3. John Posca (Yam).
125 INT: 1. Mike Magallanes (Suz); 2. Bill Thiebert (Suz); 3. Bill Clemson (Yam).
125 PRO: 1. Tracy Meeks (Kaw); 2. Taylor Marcell (Yam); 3. Shan Niday (Kaw).
250 BEG DIV I: 1. Jim Nuebauer (Suz); 2. Peter Allison (Hon); 3. Mike Conner (Yam).
250 BEG DIV II: 1. Randy Hollowell (Suz); 2. Rick Nabors (Hon); 3. Henry Corry (Suz).
250 NOV: 1. Chris Pillow (Suz); 2. Tom Brown (Suz); 3. Kris Barker (Yam).
250 INT: 1. Dee Tryon (Suz); 2. Shawn Tracy (Hon); 3. Randy Skinner (Suz).
250 PRO: 1. Mike Tripes (Hus); 2. Dan Conway (Kaw); 3. Dallas Rebello (Hon).
OPEN BEG: 1. Hijinio Nunez (Suz); 2. Steve Dawson (Yam); 3. Ken Coover (Suz).
OPEN NOV: 1. Bryan King (Suz).
OPEN INT: 1. Mark Stroup (Suz); 2. Don Martins (Suz).
OPEN PRO: 1. Mike Tripes (Hus); 2. Scott Cavness (Suz); 3. Rob Trone (Hon).

Bell, Fagan tie up Ascot wins

By Tom Corley

GARDENA, CA, SEPT. 29

Scott Bell, brother of Yamaha's Mike Bell, topped the 250cc Intermediate class in tonight's Continental Motosports Club show at Ascot. With only one more

event remaining this season the turnout was cut down drastically. The small 250cc Intermediate class was combined with a good size 250cc Junior class for an interesting battle.

As the riders cleared the first turn during first moto action, Joe Finzel dropped his Honda to the ground. This fouled up his night and gave him a last this moto. Right away Scott Bell took his Yamaha to the lead position while competitor Shawn Tracy was in second, but not close to Bell. This class was up for grabs with riders like Bell being in line to take the wins since Duane Mapes, who dominated the class throughout the season, made the big leap to the 250cc Pro class. Charging behind Bell was Yamaha rider Ron Fagan of the 250cc Junior class. Fagan held back Answer Products-outfitted Jimbo Thomas. His white Yamaha enduro led the motocross machines. Running in third was Bryan Justice who was in striking distance of Thomas. The rest of the pack was headed off by Husky rider Chuck Dollison.

Bell continued with the leader's position in the final moto, which gave him the victory over Shawn Tracy. For Fagan and Justice it was a good moto. Thomas, on the other hand, took a bad spill off of the crash wall jumps. Fagan had the lead secured with Justice running in second. Thomas continued, but managed an eighth which hurt his points tally. Finzel bit the dust in the opening moto, but came back strong and followed Justice to claim third place. Overall it was Fagan, Justice, Daryl Porter, who landed fourth in both motos, Thomas and Chuck Dollison.

Results

60 JR: 1. Brian Payne (Yam).
80 JR: 1. Joe Longo (Yam); 2. Mike Victorian (Hon); 3. Steve Owens (Yam).
80 INT: 1. Danny Barnett (Kaw); 2. Newton Acevedo (Suz); 3. Keith McMillen (Hus).
80 EX: 1. Tim Rutherford (Kaw); 2. Arthur Huffer (Kaw).
125 JR: 1. Lloyd Feldbauer (Suz); 2. Dan Kelley (Hon); 3. Ken Owens (Suz).
125 INT: 1. Darin Motoda (Suz); 2. Mike Morrison (Suz).
125 PRO: 1. Todd Peterson (Yam); 2. Ron Turner (Hon); 3. Glenn Page (Suz).
250 JR: 1. Ron Fagan (Yam); 2. Bryan Justice (Yam); 3. Daryl Porter (Mai).
250 INT: 1. Scott Bell (Yam); 2. Shawn Tracy (Hon).
250 PRO: 1. Ron Turner (Hon); 2. Todd Peterson (Yam); 3. David Taylor (Suz).
500 JR: 1. Mike Modrak (Hon); 2. Reed Kregel (Suz); 3. Jimbo Thomas (Yam).
500 PRO: 1. Ron Turner (Hon); 2. Jeff Conlin (Hus); 3. Bill Boyer (Hon).
VET JR: 1. Robert Bates (Yam); 2. John Cameron (Mai).
VET INT: 1. Jim Chapman (Hon).
VET MASTER: 1. Chris Jackson (Mai); 2. Tim Doherty (Mai).
OT JR: 1. Ron Way (Hus).

West goes best at Corona night MX

By Kit Palmer
CORONA, CA, OCT. 8

Kawasaki-mounted Steve West took command in the 125cc Intermediate class tonight at Corona Raceway; he rode to two flawless moto victories. West's nearest competitors were Bryon Curtis (Kaw) and Bruce Harerow (Suz).

As soon as the starting gate touched ground, West was already at an advantage as he powered his way to the first moto holeshot. In pursuit were Harerow, Curtis and Paul Honesko (Suz).

With each turn, West stretched his lead while Harerow and Curtis battled over second. By lap two, Rincon Kawasaki's Paul Herman (Kaw) snuck by Honesko for fourth. But all eyes were set on the fight for second; Curtis began hammering on Harerow's rear fender. It wasn't until there were only two laps remaining in the race that Curtis made his move, stuffing it past the Suzuki pilot. In the end, it was West who cruised to an easy win followed by Curtis, Harerow and Herman.

In round two, it was again West who jammed into the lead while Curtis, Harerow and Honesko watched from behind. Curtis did all he could to keep West within sight, but West's pace was just too much for Curtis to handle. West went on to take the win and overall while Curtis took second. Third was taken by Harerow while fourth, again, went to Herman.

In the 125cc Novice class, Brett Jacobs (Yam) went home with the gold after he produced a 2-1 combination for the win. Second overall went to first moto winner Jason Neuman (Yam).

Results

50 PEE WEE: 1. Mark Brittian; 2. Edward Moraga; 3. Bill Vaiko.
60 PEE WEE: 1. Jacob Swain; 2. Judd Scanlan; 3. Mike Metzger.
MINI BEG: 1. Larry Benedict (Yam); 2. Donny McGlaughlin (Yam); 3. Bruno Wilson (Kaw).
MINI BEG: 1. Dave Foltz; 2. Kevin Bussey (Yam); 3. Paul Cline (Yam).
MINI NOV: 1. John Abright (Yam); 2. Mitch Eber (Kaw); 3. Colin Karcher (Yam).
MINI INT: 1. Bryan Petrie; 2. Ron West (Kaw); 3. Arthur Huffen (Kaw).
MINI EX: 1. Alex Mansfield (Kaw); 2. Gary Lacy (Yam).
125 BEG: 1. Chuck Collins (Suz); 2. Kenneth Kessele (Suz); 3. Leonard Moulton (Suz).
125 BEG: 1. Ulices Reyes (Suz); 2. Norm Dunec (Yam); 3. Ty Jensen (Yam).
125 NOV: 1. Brett Jacobs (Yam); 2. Jason Neuman (Yam); 3. Bill Hansen (Yam).
125 INT: 1. Steve West (Kaw); 2. Bryon Curtis (Kaw); 3. Bruce Harerow (Suz).
250 BEG: 1. Steve Jared (Suz); 2. Paul Pitzonka (Yam); 3. Kirk Mylers (Yam).
250 NOV: 1. Randy Lowell (Yam); 2. Jeff Frye (Hon); 3. Bill Buttram (Hon).
250 INT: 1. Rick Hoffman (Mai); 2. Clay Stanford (Suz); 3. Kit Palmer (Suz).
250 PRO: 1. Jack Scott (Yam); 2. Andy Northrup (Hon); 3. John Mazzacane (Suz).
500 BEG: 1. Wally Soltz (Yam); 2. Greg Saccomanno (Suz).
500 NOV: 1. Henry Bloot (Suz); 2. Chuck Duran (Yam).
VET: 1. Tom Sawyer (Yam); 2. Karl Scanlan (Yam); 3. Don Bussey (Yam).
OTH: 1. Gringo Glenn (Yam); 2. Runover Ron; 3. Reject Randy (Hon).

Michetti masters Pros at DeAnza MX

By Kit Palmer
SUNNYMEAD, CA, OCT. 10

It was only a little over a month ago that Riverside Suzuki's Eddie Michetti suffered a broken leg in a racing accident, but, to the surprise of many, Michetti was found in the winner's circle after sweeping both motos in the 250cc Pro class today at DeAnza Cycle Park.

In both motos, Michetti had to contend with long time rival Craig Gormley (Yam). When the gate dropped for the start of the first moto, Michetti shot into the lead ahead of Sunwest Cycle's Richard Hoffman (Yam), Gormley, Malcolm Smith's Mark Anderson (Suz) and Suzuki Country's Duane Mapes (Suz).

During the first lap, Michetti stretched his lead while Gormley tried to find a way past Hoffman. The next time around, Gormley snuck by Hoffman, and he then set after the leader. At the same time, Anderson wicked it by both Mapes and Hoffman, taking over the third position. A duel over fourth began to take shape between Hoffman and Mapes. The two bounced off each other until Mapes inched his way by Hoffman.

Meanwhile, up front, Michetti managed to defend his lead, holding the throttle wide-open. The win went to Michetti followed closely by Gormley.

In the seocnd moto it was Gormley's turn to steal the holeshot ahead of Pete Murray (Mai) and Michetti. It took Michetti a few laps before he could get a clear shot at the leader. Gormley developed a sizeable lead, but Michetti whittled his lead down to only a bikelength. Midway through the moto, Michetti overtook Gormley for the lead, but Gormley kept pressure on the new leader until the 10th lap, when the moto reached its climax. Gormley, in a daring move, drove up alongside Michetti in an attempt to overtake the lead. At speed, the two locked handlebars while heading straight towards a dirt wall. Michetti managed to break loose in time to avoid hitting the wall, however, Gormley wasn't quite so lucky. He and his Yamaha were stuffed into the bank while Michetti continued on. Gormley recovered in enough time to keep second. The win went to Michetti while Gormley, Anderson and Mapes followed.

Results

PEE WEE: 1. Mike Metzger (Yam); 2. Judd Scanlan (Yam); 3. Louie Poreider (Hon).
JR CYCLE: 1. Mike Metzger (Yam); 2. Jacob Swain (Yam).
MINI BEG: 1. Steve Flanders (Yam); 2. Dean Keeling (Yam); 3. John Scarberry (Yam).
MINI NOV: 1. Mike Wiese (Kaw); 2. David Church (Suz); 3. Mike Michetti (Suz).
MINI INT: 1. Mike Fitzgerald (Hon); 2. Terry Szucsko (Yam); 3. Roy Chambers (Yam).
125 BEG: 1. Jeff Bua (Suz); 2. Nick Ramirez (Suz); 3. Jeff Barker (Yam).
125 NOV: 1. Johnny Bonacci (Suz); 2. Lance Gorton (Kaw); 3. Mike Bell (Suz).
125 INT: 1. Jim Pearson (Suz); 2. Kevin Montgomery (Suz); 3. Eric Fraser (Yam).
125 PRO: 1. Scott Wilkinson (Suz); 2. Gordon Ward (Kaw).
250 BEG: 1. Steve Remy (Yam); 2. Mark Neff (Yam); 3. Jeff Digby (Yam).
250 NOV: 1. Mark Montgomery (Yam); 2. Mark Valentino (Kaw); 3. Norm Francis (Yam).
250 INT: 1. John Sarrail (Suz); 2. Larry Dimmitt (Suz); 3. John Dimmitt (Suz).
OPEN BEG: 1. Ron McGee (Mai); 2. Bruce Berma.
OPEN NOV: 1. Greg Roberg (Yam); 2. Brett Ramsey (Hus).
OPEN INT: 1. Mike Carlo (Mai); 2. Ron Lawson (C-A); 3. Thomas Mayfield (Mai).
VET JR: 1. Mike Sheridan (Yam); 2. Nick Beltran (Hon); 3. Harry Stevens (Hon).
VET INT: 1. Perry Black (Yam); 2. Jay Ward (Suz).
VET SR: 1. Chuck Minert (Hon); 2. Ed Michetti (Suz).

Walters wins ATA fund raiser trial

By Clutcher Cruickshank
Photos by Paul Grant
ORANGE, CA, OCT. 3

The American Trials Association, the governing body of southern California Trials events, called together the three major clubs, V.O.T.E., SCTA and Plonkers to step in on the cancelled ITA fall trial date and location. This event was held as a fund raiser for the national event V.O.T.E. will hold in 1983. No trophies or finisher pins were awarded, only the usual 20% ATA points, which suited many riders as it's getting late in the season and everyone wants to end up with a good number for next year.

The event brought out many old timers who just wanted to participate in the fund raiser. One Senior rider donated another five dollars as an incentive to other riders to do the same.

The event had a total of nine sections, each club setting up three. It was interesting to see the different styles of sections between clubs. Experts, Amateurs and Novices rode three loops, Beginners two. The loop was a short 20 minutes and was appreciated by everyone. Most of the sections were tight and with lots of turns, or uphill climbs, on sandstone slabs. Not many of the typical large boulder, giant log or mudhole sections.

Bob Wehman is president and chief engineer of Spectro Oils of America and Intercontinental Lubricants Corp.

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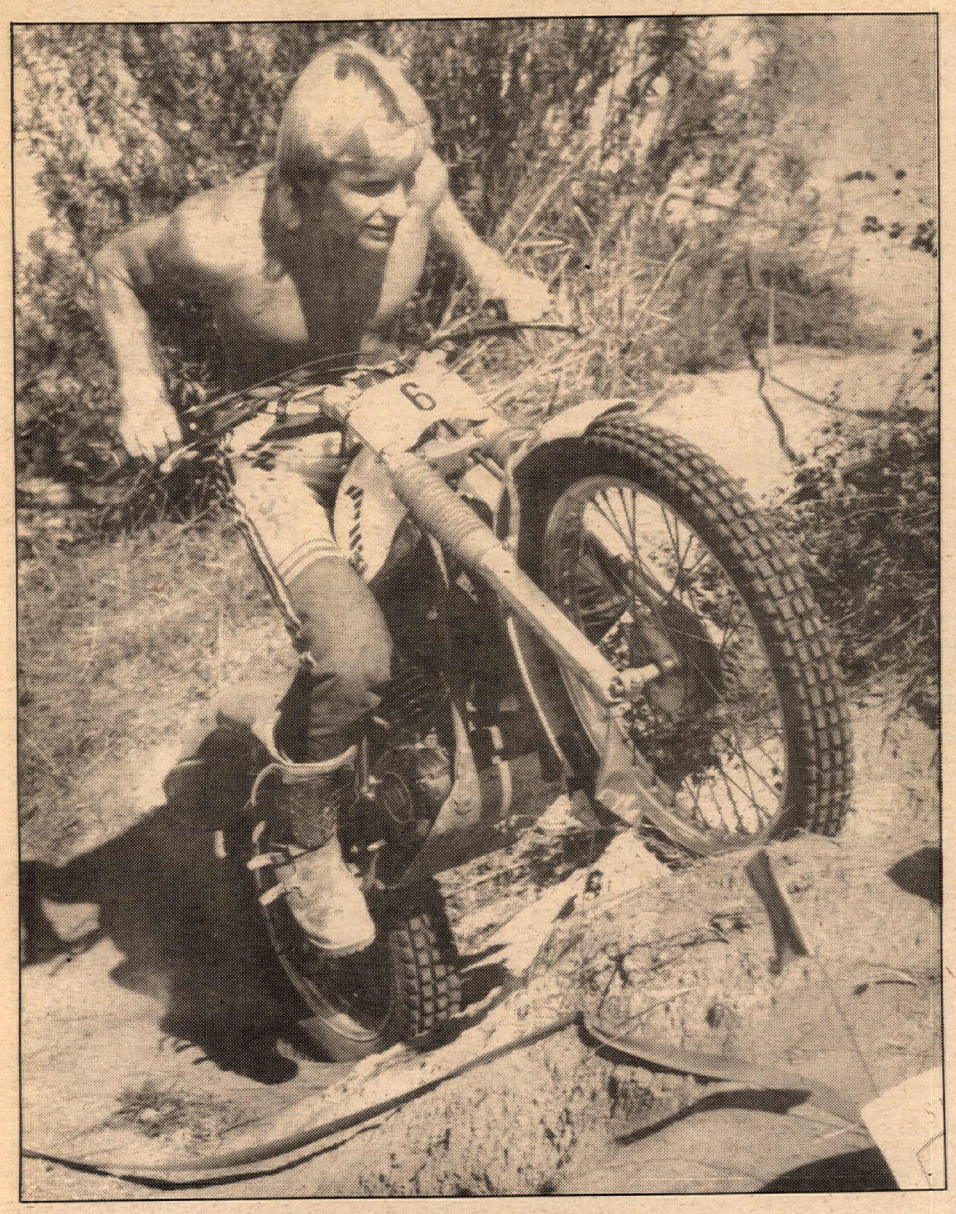


Mike Lauxen rode to third Expert at the ATA fund raising trial.

In the Expert class, Dwaine Walters took first as usual, but on a Fantic. The name Fantic Motor seems to be getting very popular. Oli Thordarson (Mon) came in second with 47 points, 22 points behind Dwaine, but seven points ahead of Mike Lauxen (Mon) who took third with 54 points.

The Amateur class had another new Fantic rider topping the class, Eric Soderquist brought in a 49 point total, only one point ahead of Rob Walters (Ital) who is now only 11 points shy of transferring to the Expert class. Third place, with 53 points, was Reiji Nakayama (Hon), one of SoCal's only competitive four-stroke riders.

In the Novice class, Lloyd Reves rode a box stock TL250 Honda to the win. He said he occasionally rides it to the market. Second place went to yet another new Fantic rider, Reynold Hicklin. Third place rider Howard Phelps, on his 80cc Italjet, again proved that it's not always necessary to have the power of a big bike, and you can do it with 80cc and a lot of finesse.

The event appeared to be a success financially and many riders expressed an opinion that there should be more events like this one where it was a collective effort between all ATA clubs.

Results

EX: 1. Dwaine Walters (Fan); 2. Oli Thordarson (Mon); 3. Mike Lauxen (Mon).
AM: 1. Erik Soderquist (Fan); 2. Rob Walters (Ital); 3. Reiji Nakayama (Hon).
NOV: 1. Lloyd Reves (Hon); 2. Reynold Hicklin (Fan); 3. Howard Phelps (Ital).
BEG: 1. Stewart Ebert (Bul); 2. John Stewart (Yam); 3. Mallory Hicklin (Suz).
SR A: 1. Art Webster (SWM); 2. Jack Hemingway (SWM); 3. Boyd Bernard (SWM).
SR N: 1. Joe Goodson (Bul); 2. Ron Stevens (Fan); 3. Jerry Wiencek (Bul).
SR B: 1. Maurice Fracker (Bul); 2. Curt Feseler (SWM); 3. Les Peterson (Yam).

Hayes smokes 'em at Canyon

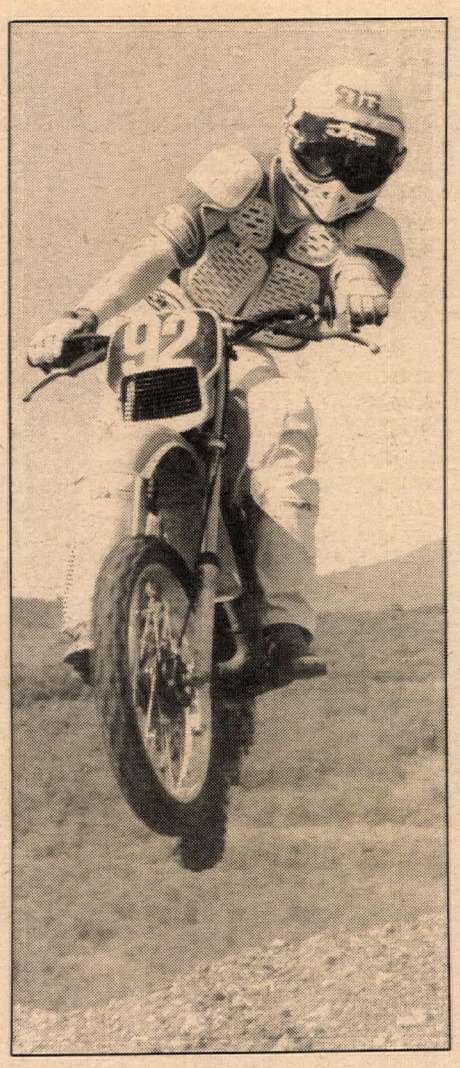
By Bob Bluit

PHOENIX, AZ, OCT. 9

Everything went right for Bryan Hayes tonight. Bryan, who won the Arizona State Championship in the series earlier this year, has missed one of the races in the fall motocross series here; otherwise he would be right in the hunt now. Hayes topped a talented field of 250cc Experts by two very good starts and consistent riding!

As moto number one of the 250cc Experts came off of the gate, an unfamiliar figure emerged — Yamaha-mounted Scott Stollard, returning to the spotlight after a long absence. In hot pursuit was the brother team of Bobby and Chappy Blose. A couple of laps later, Chappy Blose pushed his support Honda out in front. Stollard still hung tough, but Bobby Blose, the old veteran, made his way by a few laps later. Just when it looked as if the finishing positions were set, Bryan Hayes came from nowhere to get by Stollard and set sail for Bobby Blose. Most spectators would not have given Hayes much of a chance of overcoming Blose, but a broken radiator hose on Blose's Honda worked out just right for Hayes. He took advantage of the situation and slipped by for second place!

The 250cc Expert gate dropped once more, and another Yamaha came out of turn number one in front, Bryan "Banzai" Hayes was off and running with Blose and Scott Stollard in tow. Stollard's attempt at success vanished quickly as his long legs made contact with his bike's bars in a corner. Bobby White put on his patented second moto push to take over third place and start pressuring B. Blose. In the meantime, Chappy and Timbo Richardson were doing battle in the back of the pack and methodically moving up. Blose's bid for a win was dashed after he had moved all the way up to fifth position. He destroyed his front wheel. This gave Timbo Richardson, who couldn't seem to buy a win tonight, an increased point lead in the series. Hayes enjoyed a comfortable lead for 25 minutes, he table-topped "suicide," destroyed berms and just generally gave the fans an excellent show!



Shawn Hilton at Mayer.

Results

OT: 1. R. Myers (Hon); 2. M. McIntyre (Hon); 3. M. Whittacker (Yam).
MINI BEG: 1. T. Burke (Yam); 2. B. Hart (Kaw); 3. G. Utter (Yam).
Y-ZINGER: 1. C. Cook (Yam); 2. K. Bakken (Yam); 3. B. Cook (Yam).
PEE WEE NOV: 1. M. Adams (Yam); 2. E. Moseley (Yam); 3. T. Davis (Yam).
PEE WEE AM: 1. J. Button (Yam); 2. D. Watkins (Yam).
MINI NOV: 1. P. Loughran (Yam); 2. C. Dixon (Suz); 3. S. Ardema (Hon).
MINI STK NOV: 1. B. Wineland (Suz); 2. M. Marini (Kaw); 3. N. Pietrasic (Kaw).
MINI AM A: 1. B. Bruner (Kaw); 2. D. Parker (Yam); 3. J. Moran (Yam).
MINI AM B: 1. S. Hilton (Yam); 2. S. Bawden (Kaw); 3. C. Nielson (Yam).
125 BEG: 1. M. Pipes (Suz); 2. R. Stenner (Yam); 3. S. Stapp (Hon).
125 STK NOV: 1. G. Rolnik (Suz); 2. J. Tistle (Kaw); 3. B. Robinett (Yam).
125 MOD NOV: 1. K. Watkins (Suz); 2. T. Reeves (Suz); 3. J. Tistle (Kaw).
250 BEG: 1. A. Vessely (Kaw); 2. J. Kristanson (Yam); 3. D. Stone (Yam).
250 NOV: 1. J. Quidd (Hon); 2. T.J. Morrow (Yam); 3. J. Adams (Hon).
125 STK AM: 1. R. Winkler (Yam); 2. R. Mason (Kaw); 3. R. Dobbs (Yam).
125 MOD AM: 1. R. Mason (Kaw); 2. R. Dobbs (Yam); 3. J. Bonnet (Yam).
250 EX: 1. B. Hayes (Yam); 2. B. Blose (Hon); 3. B. Peters (Kaw).
OPEN BEG: 1. B. Burek (Mai); 2. S. Sauro (KTM); 3. C. Benson (Kaw).
OPEN NOV: 1. G. Smith (Yam); 2. J. Hernandez (Hon); 3. R. Dean (Hon).
OPEN AM: 1. B. Lynch (Hon); 2. B. Goodby (Mai); 3. L. Noel (Yam).
OPEN EX: 1. G. Dawson (Hon); 2. J. George (Suz); 3. D. Robinson (C-A).
250 AM: 1. D. Goodman (Hon); 2. D. Daniels (Suz); 3. C. Goodnuff (Hon).
FOUR STROKE: 1. S. McKinney (Kaw); 2. D. Blocker (Hon); 3. J. Lopez (Hon).

Tamietti, O'Neal win at Sunrise

By Bert Valenzuela

ADELANTO, CA, OCT. 10

On a perfect day for racing motocross, over 70 riders, some who had driven all night from Marysville, came to this desert community and put on a helluva good show for the faithful. Not the least of these were Open Pro Val Tamietti and Vet Expert Jim O'Neal, who won their respective classes.

Tamietti (Mai) went wire to wire in both Pro motos and was never threatened or pressured, in a dazzling display of riding. O'Neal did likewise in the Vets races. He tooled his Suzuki around the challenging course.

The real race in the Pro wars was between Tim Hoyt (Yam) and Tim Hoover (Suz). They diced and dueled well ahead of the rest of the pack. This went on throughout both motos as Tamietti burned up the course well ahead of them.

The second wave, consisting of 250cc Intermediates, was led by Colin Ryan (Yam) with Jim O'Neal right on his hind end during both motos, keeping the issue in doubt to the very end.

O'Neal, doubling up today, took both Vet motos as Lynn McGraw kept his Husky ahead of David Wilson's Suzy in a hard fought duel for second.

Rick Sieman, the renowned editor, was close in moto one, but suffered a nasty spill, while making a pass on Wilson on the first lap of the second moto, and was through for the day. We hope he's okay.

The distaff riders were on the track at the same time and the "Flyin' Fraulein," Karen Leitinger, took the ladies' win.

Results

PRO: 1. Val Tamietti (Open-Mai); 2. Ted Hoyt (Open-Yam); 3. Jim Hoover (250 Suz).
250 INT: 1. Colin Ryan (Yam); 2. Jim O'Neal (Suz); 3. Verdi Kersthold (Mai).
OPEN INT: 1. Dan Ayers (Yam).
OPEN NOV: 1. Jeff Long (Mai); 2. Charlie Strong (Suz); 3. David Wigurel (Suz).
250 NOV: 1. Doug Bearden (Yam); 2. Ken Harmon (Kaw); 3. Charleen Ho (Yam).
250 BEG: 1. Jim McGrath (Yam); 2. Norm Howard (Yam); 3. Tony Meyers (Suz).
VET EX: 1. Jim O'Neal (Suz); 2. Lynn McGraw (Hus); 3. David Wilson (Suz).
VET NOV: 1. Jim Learnihan (KTM); 2. Andrew Poole (Suz).
VET BEG: 1. Renco Berlese (Kaw); 2. Uli Schvenemann (Mai).
WOMEN: 1. Karen Leitinger (Ex Suz); 2. Gale Webb (Ex Hon); 3. Gale Sprigner (Beg Hon).
125 INT: 1. Jake Roach (Suz); 2. Johnny Ray (Suz).
125 NOV: 1. Larry Henry (Suz); 2. Karen Leitinger (Suz); 3. Tam Tracy (Hon).
125 BEG: 1. Alex Teno (Suz); 2. Tony Straugio (Suz); 3. Jeff Solee (Yam).
MINI INT: 1. Nicky Pounds (Suz); 2. Anthony French (Kaw).
MINI NOV: 1. Jim O'Neal (Yam); 2. David Slack (Kaw); 3. Eric Caldwell (Kaw).
MINI BEG: 1. Kenneth Tate (Yam); 2. Bill Warnick (Yam); 3. Darin Slack (Kaw).
60: 1. Jimmy Sprickler (Yam).

Bruner burns 'em at Mayer

By Pam Hardin

MAYER, AZ, OCT. 3

Team Green rider Bryan Bruner came back after a first moto loss to Dennis Parker to take both Stock and Modified 80cc Expert classes at Mayer. Curtis Culbert and Shawn Hilton split their Amateur wins.

The Experts took off on their stock bikes with Bruner gassing his Kawasaki to grab the holeshot. Parker and John Moran came out side by side, but a few turns later, Parker shut the door on Moran, causing him to take a detour through the bushes.

Bruner caught a rut on the uphill that slowed him down enough to let Parker slip by. He rode like a rabid animal to catch up, but an infamous Mayer rock got him between the eyes and slowed his pursuit. Parker then had the first moto win securely under his belt.

In their second moto, Moran held it on all the way while Parker got anxious in second. In the third turn they were on the ground, tangled and mangled while Bruner slipped by for the win, unchallenged.

The Amateurs used all the power of their Modified bikes to chase Shawn Hilton down in the first moto. Craig Nielsen looked comfortable in second, but drifted down to fourth while Curtis Culbert and Brian Pryor rounded out the top three.

Hilton made it a double feature as he got out front again in the next moto. Culbert, Pryor and Scott Bawden battled it out for second.

On the third lap Hilton missed a gear and let Culbert slip by. A half a lap later, Bawden passed Pryor and tried to push Hilton. "Mr. Clean" in second didn't waste time looking back. He snuffed Culbert after the doubles with a half a lap to go. Pryor left Bawden behind, but it was too little, too late to take the lead.

Results

Y ZINGERS: 1. Brian Cook (Yam); 2. Chucky Cook (Yam).
PEE WEE NOV: 1. Tyler Davis (Yam).
PEE WEE AM: 1. Jimmy Button (Yam); 2. Damon Watkins (Yam).
80 BEG: 1. Tim Burke (Yam); 2. Kevin Cook (Yam); 3. Damon Watkins (Yam).
80 NOV STK: 1. Nick Pietrasik (Kaw); 2. Dean Farrell (Suz); 3. Scott Aardema (Hon).
80 NOV MOD: 1. Brent Wineland (Suz); 2. Mike Bailey (Kaw); 3. Dean Farrell (Suz).
80 AM STK: 1. Curtis Culbert (Yam); 2. Shawn Hilton (Yam); 3. Craig Nielson (Yam).
80 AM MOD: 1. Shawn Hilton (Yam); 2. Brian Pryor (Suz); 3. Curtis Culbert (Yam).
80 EX STK: 1. Bryan Bruner (Kaw); 2. Dennis Parker (Yam); 3. Tom Hunt (Kaw).
80 EX MOD: 1. Bryan Bruner (Kaw); 2. Dennis Parker (Yam); 3. John Moran (Yam).
125 BEG: 1. Mike Pipes (Suz); 2. Andy Wyczawski (Hon); 3. W. Scott Stapp (Hon).
125 NOV STK: 1. Keith Watkins (Suz); 2. Garo Rolnik (Suz); 3. Mike Pomeroy (Suz).
125 NOV MOD: 1. Keith Watkins (Suz); 2. Dave Townsend (Yam); 3. Pete Leschnick (Yam).
125 AM STK: 1. Richie Dobbs (Yam); 2. Scott Keyes (Kaw); 3. Dennis McElwain (Hon).
125 AM MOD: 1. Richie Dobbs (Yam); 2. Robert Mason (Kaw); 3. Mark Lucas (Suz).
125 EX: 1. Chappy Blose (Hon); 2. Bill Dalton (Hon); 3. Paul Bowman (Kaw).
250 BEG: 1. Dave Perling (Kaw); 2. Adam Veseley (Kaw); 3. Paul Ryan (Suz).
250 NOV: 1. T.J. Morrow (Yam); 2. Chuck Haynes (Hon); 3. Tim Barker (kaw).
250 AM STK: 1. Larry Witt (Suz); 2. Craig Goodnuff (Hon); 3. Dave Daniels (Suz).
250/OPEN AM MOD: 1. Larry Witt (Suz); 2. Craig Goodnuff (Hon); 3. Ed Harrington (Suz).
250 EX: 1. Ron Watmore (Yam); 2. Chappy Blose (Hon); 3. Tim Richardson (Hon).
OPEN BEG: 1. Greg Ryan (Mai); 2. Steve Sauro Jr. (KTM).
OPEN EX: 1. Tim Richardson (Hon); 2. Bob Toman (Hon); 3. Dave Robinson (C-A).
OT NOV: 1. Larry Rinehard (Hon).
OT AM: 1. Rick Myers (Hon); 2. Rick Tabor (Yam); 3. Mike McIntyre (Hon).
FOUR STROKES: 1. Steve McKinney (Kaw); 2. Jesse Lopez (Hon); 3. John Blocker (Hon).

Purcell purlions CRC Dunes trophy

By Tom Corley

VALENCIA, CA, OCT. 3

The PJ-1 Honda of Denny Purcell defeated a 20-man 125cc Novice class in a hot California Racing Club Stadium qualifying event on the Dunes International track. Purcell walked away with the first place trophy at the end of the day.

Purcell started off his day by taking the holeshot in the opening moto of the 125cc Novice division one race. Denny came to a corner and lost control, giving the lead to Guy Arnone, who was also a Honda rider. Arnone seized his bike right after several big jumps, and Purcell regained the lead. Purcell overshot a berm, and Suzuki mounted Gary Sailors claimed first place. This race was already complicated enough, but then Sailors had chain problems and forfeit the lead. Purcell made several mistakes and was also given a few good breaks, but when the checkered flag came out he took the first wave. Quartz Hill resident Jeff Segale placed second ahead of Larry Benedict.

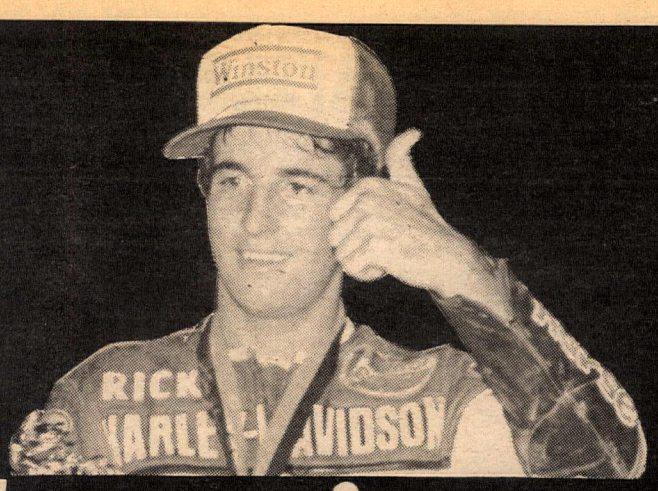
Richard Reese spent much of this season waiting for a part for his Kawasaki. His bike is back together now and Richard took it to the lead in the final moto. Reese was on his way to take the victory when his chain came off and the rear wheel locked up. He crashed in the sandwash behind the score tower, and the new leader was Bill Waltman. Bill didn't have it made because Denny Purcell was out to get him. Purcell made the winning pass while going over a jump, and Waltman placed second.

Arnone seized his Honda 125, but his day was not a total loss. Shaun McGurrin offered Arnone a ride on his Honda 250. Arnone put on an impressive performance that earned him second place in the 250 Novice race. Guy had twice the power underneath him, but he got the hang of it soon enough. In the first moto, Guy had a second to last place start, but he passed riders left and right and caught up to third behind Greg Ziegler and Paul Wolfe.

When the second moto action got underway Arnone had the lead and it was obvious that he knew how to ride the larger bike. Guy did well, but soon found out that the 250 had alot more weight then his 125, and when he tried to get low on one particular corner he fell down. Wolfe took over the lead with Arnone still taking second. Overall it was Wolfe, Arnone, Noland and Hoffman. •

Results

PEE WEE: 1. Mitchell Hukill (Yam).
60 STK NOV: 1. Moose Wine (Yam).
60 STK EX: 1. Bubba Erickson (Yam); 2. Steven Kotajarvi (Yam); 3. Alvin Matthews (Yam).
60 MOD EX: 1. Alvin Matthews (Yam); 2. Steven Kotajarvi (Yam); 3. Bubba Erickson (Yam).
80 STK BEG DIV 1: 1. Curt Carpenter (Yam); 2. Doug Allen (Yam); 3. Tony Hargrave (Yam).
80 STK BEG DIV 2: 1. Robert Fores (Suz); 2. Jeff Langworth (Yam); 3. Gary Drew (Kaw).
80 STK NOV: 1. Danny Barnett (kaw); 2. Tony mercier (Suz); 3. Scott Murphy (Yam).
80 STK INT: 1. Steve Gamble (Yam); 2. Doug Fisher (Kaw).
80 STK EX: 1. Jeff Barbacovi (Yam).
80 MOD BEG: 1. David Shier (Yam); 2. Frank Dominguez (Kaw); 3. Marvin Gaye (Kaw).
80 MOD NOV: 1. Tony Mercier (Suz); 2. Scott Murphy (Yam); 3. Tony Fleming (Yam).
80 MOD INT: 1. Steve Gamble (Yam); 2. Tom Holt (Kaw).
80 MOD EX: 1. Joe Lozano (Yam); 2. Jeff Barbacovi (Yam).
100 BEG: 1. Curtis Dougherty (Yam); 2. David Handley (Suz); 3. Mike Penta (Suz).
100 NOV: 1. Brian Felix (Yam); 2. Eddie Tanner (Yam).
100 EX: 1. Steve Van Duzen (Yam).
125 BEG DIV 1: 1. Tony Mercier (Suz); 2. Dennis Agius (Yam); 3. Mike James (Suz).
125 BEG DIV 2: 1. Troy Welty (Suz); 2. Rick Reynertson (Yam); 3. Joe Klauza (Kaw).
125 NOV DIV 1: 1. Tom Holt (Suz); 2. Alex Krause (Suz); 3. Mark Stuen (Suz).
125 NOV DIV 2: 1. Denny Purcell (Hon); 2. Larry Benedict (Yam); 3. Jeff Segale (Suz).
125 INT: 1. David Antillon (Yam); 2. Mike Moore (Yam); 3. Gary Miller (Suz).
125 PRO: 1. Donnie Best (Yam); 2. Jack Greenberg (Suz); 3. David Hussey (Suz).
250 BEG: 1. Eric Marnach (Hon); 2. Chris Chapman (Yam); 3. Will Wagner (Kaw).
250 NOV: 1. Paul Wolfe (Hon); 2. Guy Arnone (Hon); 3. Kenny Noland (Yam).
250 INT: 1. Eddie Guajardo (Suz); 2. Dave Welty (Suz); 3. Steve Mandic (Kaw).
250 PRO: 1. David Taylor (Suz); 2. Larry Baker (Hon); 3. Gary Adams (Hon).
500 BEG: 1. Dan Stilwell (Yam); 2. D.P. Spencer (Kaw); 3. Jim Liehlyter (Hon).
500 NOV: 1. Rodger Williams (Yam); 2. Robert Sena (Suz); 3. Mike Wilson (Hon).
500 INT: 1. Rodger McCabe (Suz); 2. Greg Perolio (Suz); 3. Jere Mason (Mai).
500 PRO: 1. Peter Snorteland (Yam).
VET JR: 1. Dennis Wilson (Yam); 2. Jay Hattabaugh (Suz); 3. Robert Cooke (Yam).
VET INT: 1. Alan Gerkey (Suz); 2. Raul Escamilla (Hon); 3. Tom Sawyer (Yam).
VET SR: 1. Bill Millar (Suz).



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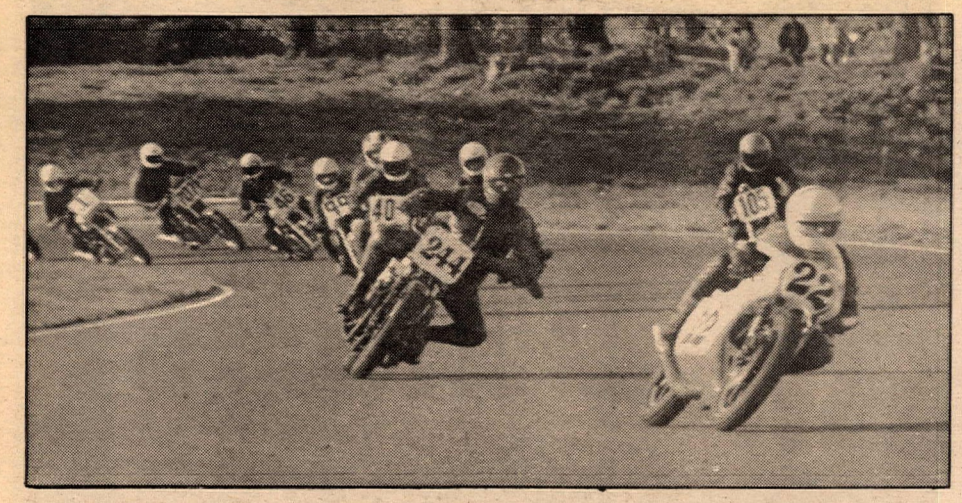


Jeff Doan leads the 600cc Cafe Pack through turn two at PIR.

Howard runs away at PIR RR

By Russ Cazier
Photos by P.R. Scott

PORTLAND, OR, OCT. 10

The Oregon Motorcycle Road Racing Association's audacity in scheduling a mid-October race was rewarded with blue skies, 75 degree temperature and the best rider turnout of the year.

Rhys Howard showed up with a fast TZ250 and an even faster Kawasaki KZ1000S. Keith Pinkstaff's Wheelsport/Dan Freeman superbike was out of commission so Howard had no opportunity to avenge the indignities inflicted the previous weekend in Seattle. With no one to race but the clock, Howard utterly ran away from the field in each heat that he ran. The personable Canadian kept carving down lap times and reached the low 1:16s, a Portland International Raceway lap record for motorcycles.

This last race of the season had everyone intensely interested in season points. Gene Brown, despite missing a race after his horrendous crash at the Laguna Seca national, eased his broken bod' onto three different Yamahas, a TZ250, a 550 Seca and an RD350, and scored enough points to retain his number one plate for 1982.

Quentin Hogan found the key to Mike Johnson's lock on the 550cc Production class and beat him handily in the second heat for the overall win. Johnson said, "I don't know what got into Quentin today. He really just pulled away from me. I hope he forgets how he did it by next May (when the 1983 season starts)."

The best dicing of the day came in the 430cc Production race and featured the perennial duel of Larry Buck, Dick Burnham and Mike Sullivan, all on Yamaha RDs. These three know and trust each other enough to operate at very close quarters. They stayed inches apart into the middle laps, with a lead change at just about every turn, until Sullivan and Burnham tangled up and let Buck ride away with it. Oddly, the same thing happened in the second heat, giving Buck an unexpectedly easy win.

Results

OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Jeff Morrow (Suz); 3. Dennis Dudley (Kaw).
750 PROD: 1. John Wincewiez (Kaw); 2. Tony Howard (Kaw); 3. Mike Johnson (Yam).
550 PROD: 1. Quentin Hogan (Kaw); 2. Mike Johnson (Yam); 3. Dick Winningstad (Duc).
430 PROD: 1. Larry Buck (Yam); 2. Mike Sullivan (Yam); 3. Richard Burnham (Yam).
OPEN CAFE: 1. Jeff Morrow (Suz);2. Keith Pinkstaff (Suz); 3. Mike Sorge (Hon).
850 CAFE: 1. Dan Zlock (Suz); 2. N. DeFago (Suz); 3. John Wincewiéz (Kaw).
600 CAFE: 1. Jeff Doan (Yam); 2. Quentin Hogan (Kaw); 3. Mike Johnson (Yam).
FORMULA 1: 1. Rhys Howard (Kaw); 2. Dan Zlock (Suz); 3. Keith Pinkstaff (Suz).
FORMULA 2: 1. Rhys Howard (Yam); 2. Mike Sullivan (Yam); 3. Tim Finley (Yam).
FORMULA 3: 1. Dean Zinter (Hon); 2. Chris Kerber (H-D); 3. Warren Burton (Mon).
OPEN SGL: 1. Howard Pinkstaff (Yam); 2. John Moffett (Kaw); 3. Anthony Rivelli (Hon).

Hill, Carr rolling at Lodi ST & TT

By Bill Spencer

LODI, CA, OCT. 3

Combining a short track program with a good ol' scrambles made for an enjoyable afternoon today at the Lodi Cycle bowl with Chris Carr riding to both 250cc Expert wins and maintaining his hold on the top Black-plate, while chief rival Aaron Hill took both 500cc Expert mains.

Pee Wees are still abundant even though the mini ranks have been decimated by most riders moving into the sportsman ranks. Billy McCleary won the 80cc Novice race over Vince Caramella and Ronnie Knight, while Dan Feldhaus was tops in the 125cc Novice/Junior bash over Bobby Mc Dowell and Woody Rogers.

Winkie Freitas had more than enough points to maintain his second straight year as the number one mini whiz kid and jumped on the Mike Bird CR250 and promptly breezed home the winner of the 250cc sojourns. His style should pole vault him right through the sportsman ranks to Expert and, like so many others from northern California, the business of becoming the best dirt tracker around.

Brian Sansing got the right start in the 250cc Junior short track and held off a hard charge by Adam Sabedra with Jon Nunez third on a very smart looking, water cooled Suzuki. Sansing didn't ride the scrambles and Nunez found all the right lines for that win.

Chris Carr and his Jorgy's/TV Service/ND Sparked Can-Am are the current rage in short track and he dispensed with the troops in fine fashion, winning big with a wheel stand salute and then did the same in the TT with some right fine moves. Aaron Hill and the Del Callsen Honda is the combination to beat in the 500cc Expert class, finishing first in both categories and taking second behind Carr in the short track.

Results

PEE WEE: 1. Lori Gepford (Suz); 2. Nicole Peters (Hon); 3. Bob Keys (Suz).
80 NOV: 1. Billy McCleary (Suz); 2. Vince Caramella (Yam); 3. Ronnie Knight (Hon).
125 NOV-JR: 1. Dan Feldhaus (Suz); 2. Bobby McDowell (Hon); 3. Woody Rogers (Yam).
200 NOV: 1. Jeff Bingham (Suz); 2. Wayne Schmeck (Hon).
250 NOV: 1. Winkie Freitas (Hon); 2. Brian McDowell (Yam); 3. Tommy Knight (Yam).
250 JR: 1. Brian Sansing (C-A); 2. Adam Sebedra (Yam); 3. Jon Nunez (Suz).
250 EX: 1. Chris Carr (C-A); 2. Aaron Hill (Hon); 3. Bill Arbogast (C-A).
500 NOV: 1. Brian McDowell (Hon).
500 JR: 1. Adam Sabedra (Yam); 2. Ken Jernigan (Yam).
500 EX: Aaron Hill (Hon); 2. Kevin Hugill (Yam); 3. Bobby McDonnell (Hon).

Ioppolo, Schiffner take second CMC Sportsman Trans-Cal

By John Bethea

HOLLISTER, CA, OCT. 2

Hollister Hills, plopped right in the middle of a huge poison oak patch some 75 miles south of the lower tip of the San Francisco Bay, produces some extremely tight racing on its tight but wide course. While most tracks are whittled down to three, two or most likely one line in each turn by days end, this one seemed to have 15 or 20 lines all day. It made for superb racing.

So that was exactly what the crowd of 2,000 people got in round two of the Continental Motosport Club's Miller High Life Trans-Cal Series today with an Amateur turnout of more than 300 riders, more than in the series opener at Saddleback Park a week earlier.

But, as close as the racing was, lap after lap in just about every class, one could not tell by the results tabulations in the motorcycle classes. Out of 10 125cc events and up, seven wound up as clean sweeps for the winners. Nine of the 10 won at least one moto. The other?

That came in the 125cc Juniors Division One class when three runners ended the two motos tied with five points each in the olympic scoring system. It was Buzz Ioppolo of Poway who piloted a Yamaha to the win with a consistent third and second. Reverse those moto positions and you have second place finisher Jimmy Matiasevich (Hon) of LaHabra Heights. Kenny Clifton of La Palma was the highest finishing moto winner in this class when he guided his Suzuki to a win in the first moto, only to be toppled to fourth in the second. Phil Butler (Suz) of Santa Maria won the second round, but could only manage a seventh in the initial contest to garner fourth overall.

Kurt Schiffner (Suz) gave the local riders something to cheer about when the Hollister resident took the second moto of the 500cc Junior class. It was enough to gather in the prizes for a first overall as this was another class ending in a three-way tie for the lead. Marvin Olson (Mai) of Garden Grove rode to a pair of seconds to produce a runnerup spot, just ahead of Keith Adams (KTM) of San Bruno, who had won the first moto.

The only other motorcycle class decided without a sweep was the 250cc Intermediate Division One and Todd Simmons (Suz) of Orange grabbed his second series overall in that one, winning the first moto and backing it up with a second. Fresno's Jim Whipple (Suz) was second after winning the final moto and Mitch Davis (Suz) of Long Beach was third with a 6-4.

Results

MINI STK JR 9-11: 1. Gary Trachy (Suz); 2. Ronnie Densford (Hon); 3. Jason Collier (Hon).
MINI STK INT 9-11: 1. Steven Hunter (Yam).
MINI MOD JR 9-11: 1. Ronnie Densford (Hon); 2. Gary Trachy (Suz); 3. Todd Pipes (Kaw).
MINI MOD INT 9-11: 1. Steven Hunter (Yam).
MINI STK JR 12-16: 1. Sean DelVenne (Kaw); 2. J.J. Taylor (Suz); 3. Tim Kosi (Kaw).
MINI STK INT 12-16: 1. Shaun Kalos (Suz); 2. Dean Matson (Yam); 3. Chris Burgess (Suz).
MINI JR MOD 12-16: 1. Sean DelVenne (Kaw); 2. J.J. Taylor (Suz); 3. Tim Kosi (Kaw).
MINI INT MOD 12-16: 1. Shaun Kalos (Suz); 2. Dean Matson (Yam); 3. Derek Nye (Yam).
125 JR DIV 1: 1. Buzz Ioppolo (Yam); 2. Jimmy Matiasevich (Hon); 3. Kenny Clifton (Suz).
125 JR DIV 2: 1. Jack Azevedo Jr. (Yam); 2. Tony Toste (Suz); 3. Joseph Crouch (Suz).
125 INT DIV 1: 1. Rudy Dickinson (Suz); 2. Sean Corcoran (Yam); 3. Tavin Weinrick (Suz).
125 INT DIV 2: 1. Rod Williams (Yam); 2. Greg Anderson (Kaw); 3. Jeff Clark (Suz).
250 JR DIV 1: 1. Ernest Gonzalez (Suz); 2. Duane Quale (Yam); 3. Curtis Dias (Suz).
250 JR DIV 2: 1. Stacy Magorian (Hon); 2. Mark Chase (Yam); 3. Drew Muskatel (Nbl).
250 INT DIV 1: 1. Todd Simmons (Suz); 2. Jim Whipple (Suz); 3. Mitch Davis (Suz).
250 INT DIV 2: 1. Kevin Brown (Suz); 2. David Soma (Hon); 3. Jack Hulse (Suz).
500 JR: 1. Kurt Schiffner (Suz); 2. Marvin Olson (Mai); 3. Keith Adams (KTM).
500 INT: 1. Alan Olson (Mai); 2. Shawn Lane (Mai); 3. John Shaw Jr. (Hus).

Holmes, Wosick win Baylands

By Bill Spencer

FREMONT, CA, SEPT. 30

Mike Holmes and Larry Wosick won the last of the Thursday night Baylands MX wars as the program now changes to Friday nights and will run the rest of the winter season as long as the weather will allow.

While Tony Flores and Dean Matson have the Expert and Intermediate 80cc classes to themselves things were different in the Junior class where George Kosovilka won the 20 rider contest with a 1-2 score over Ed Victoria (4-1) and Vic Watteyne (2-3). Fourth went to Darren Gallagher over Mike Schneider and Chris Ward.

Mike Holmes found the 250cc Pro show to be an almost no show with Shawn McConn and Dorene Payne the only contestants. Shawn dropped out in the first moto after a good dice withMike, Mike then diced with Doreen for a lap in the second moto before running off for the win.

The 250cc Juniors had a thriller get-off right by the scorers and, with the removal of riders and bikes, the lap counts got a little screwed up and so some adjusting was done to the scoring. It appears John Pepper was the winner over Glenn Harrison and Mike Fruzen, but that seems to be a subject of discussion.

Larry Wosick continues to bomb the boys in the Open Pro challenges, riding his CR480R to big wins. Larry was long gone in each moto with Troy DeHerrera and his East Bay Yamaha coming off second best with a pair of threes over Jerry Brandt's 2-4. Brant and his Concord Yamaha were playing catch-up in both motos when the second one played some heavy tricks on his suspension. A busted frame, combined with a horsepower loss due to a break in the pipe, kept him from a better effort.

Results

MINI: 1. Brian Gouveig (Yam); 2. Tyler Hummel (Yam).
80 INT-EX: 1. Tony Flores (Yam); 2. Dean Matson (Yam).
80 JR: 1. George Kosovilka (Suz); 2. Ed Victoria (Yam); 3. Victor Watteyne (Yam).
OT INT-EX: 1. Rich Lokke (Hon); 2. Glenn Pruitt (Mai).
OT JR: 1. John Furtado (Mai); 2. Bob Kosovilka (Suz).
VET INT-EX: 1. Mark Means (Yam); 2. Larry Baker (Kaw).
VET JR: 1. Jerry Caton (Suz); 2. Bill Burnett (Yam); 3. Herm Pulyer (Hon).
250 PRO: 1. Mike Holmes (Hon); 3. Doreen Payne (Hon).
250 INT: 1. Chris Mitchell (Hon); 2. Robert Day (Hon).
OPEN INT: 1. Mike Subocz (Mai); 2. Shawn Smith (Hon).
250 JR: 1. John Pepper (Mai); 2. Glenn Harrison (Yam); 3. Mike Fruzen (Yam).
OPEN PRO: 1. Larry Wosick (Hon); 2. Troy DeHerrera (Yam); 3. Jerry Brandt (Yam).
OPEN JR: 1. Tom Conklin (Hus); 2. Reid Goyette (Suz); 3. Jim Ashley (Hon).
125 INT: 1. Jeff Johnson (Suz); 2. Tony Richards (Suz); 3. Tarin Weinrick (Suz).
125 JR DIV 1: 1. Scott Robinson (Yam); 2. Phil Gribnau (Kaw); 3. Paul Turpin (Yam).
125 JR DIV 2: 1. Abu Johnson (Yam); 2. Tom Borrer (Suz).

Page, Pierce: Saturday Night Fever at Sprockets

By Mike Johns

BAKERSFIELD, CA, OCT. 2

With only one more Saturday night race left, the fever was high as the riders packed into AME's Sprockets Park tonight. Oct. 16 is the last night and a lot of "Hot Shoes" are expected to show.

In the 125cc Intermediate class, Curtis Page was the rider to beat. Page wrote the book with back-to-back wins in the class. Jim Collier, when he wasn't chasing girls, chased the Suzuki of Curtis Page; Jim scored better in the pits.

Page burst out of the gate to grab the lead; Collier was tied into second with Jay Lytell in third. Page and Collier developed their own battle, leaving Lytell for third. Collier tried to pull a tight line out of the finish corner and bring his Kawasaki side by side with the Suzuki of Page, but the move was to no avail.

It looked like the Bakersfield Amtrak. Page leading Collier, pressuring for second and Lytell for third. At one point in the first moto, Collier tried his inside line and bailed, pinning himself under the machine. Jim was left for fourth and sympathy from his female wrench. Jeff Black, who was running fourth behind Lytell, got the bump to third. At the finish it was Page for the win, Black getting by Lytell for second and Collier fourth.

The second moto was a repeat with Page taking the win, Collier riding consistently this time for second, Lytell third and Jeff Black on his Golden Empire Yamaha fourth. That's also how the points ended for the overall.

In the Minicycle Junior race, Mickey Elsberry, Alan Pierce, John Garcia and Brian Peoples were the deciding factors. Elsberry pushed hard on Pierce, but not hard enough. The overall finish: Alan Pierce 1-2, Elsberry 4-1, Garcia 2-3 and Peoples 3-5.

Results

250 JR: 1. Rick Sazhama (Hon); 2. James Conner (Yam); 3. Vic Hager (Hon).
500 JR: 1. Calvin Bakis (Hon); 2. Clyde Benson (Yam); 3. Robert Hixson (Hon).
500 BEG: 1. Jack Patterson (Suz); 2. John Baker (Yam); 3. Dale Hood (Yam).
VET JR: 1. Hank Hackney (Suz); 2. Jay Willingham (Hon).
83 JR: 1. Alan Pierce (Yam); 2. Mickey Elsberry (Yam); 3. John Garcia (Yam).
83 INT: 1. Tom Holt (Kaw).
83 BEG: 1. Tony Hargrove (Yam); 2. Tom Rushing (Yam); 3. Tim Matthews (Hon).
61 JR: 1. Jim Chamberlin (Yam); 2. Brian Payne (Yam).
61 INT: 1. Shawn Bates (Yam); 2. Joe Brown (Yam).
PEE WEE JR: 1. Johnny Chamberlin (Yam); 2. Damon Huffman (Yam); 3. Mitchell Hukill (Yam).
PEE WEE EX: 1. Jesse James (Yam).
250 PRO: 1. Greg Torgerson (Yam); 2. Nev Laborde (Hon); 3. Keith Frady (Suz).
125 PRO: 1. Darin Hargis (Suz); 2. Gary Curtis (Suz).
125 INT: 1. Curtis Page (Suz); 2. Jim Collier (Kaw); 3. Jay Lytell (Suz).
125 JR: 1. Adam Vaughn (Yam); 2. Randy Anderson (Suz); 3. Tom Holt (Suz).
125 BEG: 1. Tony Seibert (Suz); 2. Richie Mcgowan (Suz); 3. Joe Borda (Yam).
100 JR: 1. Alan Pierce (Yam); 2. Barry Willingham (Yam); 3. Raymond Bryson (Suz).
250 INT: 1. Mike Bosworth (Suz); 2. David Camarena (Suz); 3. Scott Rowland (Yam).
500 INT: 1. Ronnie Lewis (Yam); 2. Tim Conner (Yam).
VET INT: 1. Arthur Seibert (Hon).
VET EX: 1. David Rogers (Hus); 2. Ron Miller (Yam).

Pinkstaff, Skiver dice and rice at S.I.R. finale

By Bruce Scholten
Photo by Martha Y. Scholten

KENT, WA, OCT. 3

Seattle International Raceway lured a hundred scheming road rashers to their season finale today. Morning heat finishes determined the afternoon grid positions in the six lap heats that paid AMA District 27 points.

Scott Moon and Dave Roosevelt went into the 600cc Production class tied in points. "I haven't been concentrating, but today I'll show what I can do," vowed Moon. After one lap of the combined 450/600cc heat, Moon's KZ550 led the 25-bike pack by 400 feet. Behind him the Secas of Dave Roosevelt and Mike Kenyon fought for second. In turn eight on lap four, Kenyon grabbed second permanently with Roosevelt and Brent Ross' GPz550 not far behind.

Moon ran away with the second heat win, too, while Roosevelt hung on to second place. Kenyon repulsed Ross' challenge for third, but on lap four Bruce Behal appeared. After scoring only ninth in the morning race, Behal's GPz550 charged downhill past Kenyon into the esses and trailed Roosevelt's Seca by just inches at the checkered flag, meriting fifth overall, behind Kenyon and second place Roosevelt.

Meanwhile in the 450cc "Barbarian class," consistent Kelly Constable flew his NESRA Honda Hawk past Mike Sullivan and Larry Buck for a heat win. Fellow NESRA rider Dick Burnham beat them all on his red RD400 in the afternoon race. Mike Sullivan's pair of seconds were good for first place trophy, ahead of Constable and Burnham.

Rhys Howard edged Keith Pinkstaff in the morning Superbike money heat, but missed the warm-up lap for the afternoon race. Cold slicks kept him behind winner Pinkstaff, relegating Howard to second, ahead of Brian Sutton and Randy Skiver on a stock Suzuki Katana.

Suzuki's Katana has been called the quintessential *rice burner*, but is it really? Skiver borrowed one from a Bellevue Suzuki customer to ride in Superbike and Open Production competition. Said customer had mildly crashed the bike, but found a dandy fix for his dented tank. He stuffed it with Uncle Ben's rice, doused it with water and left it overnight. True story. The dent popped out and Skiver took second in heat one of the Open Production contest. Pinkstaff's Suzuki, whose Dunlop Elites hooked up better than Skiver's K-181 Dunlops, took the win.

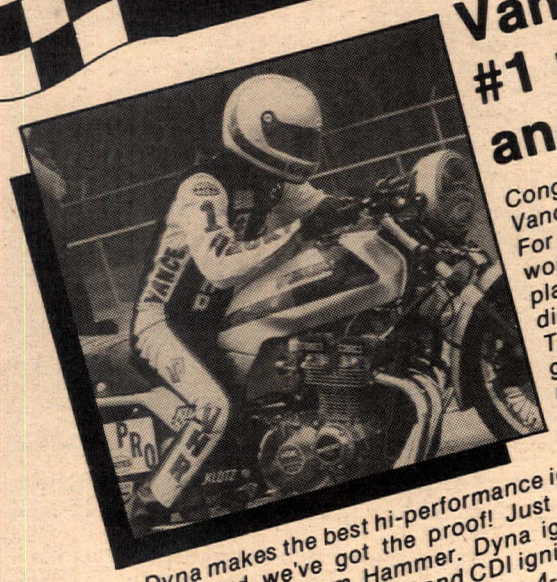
The afernoon race saw Skiver grab another holeshot. Pinkstaff worked his way around him and led laps three and four. A front straight draft gave the lead back to Skiver, but the race's end found him barely ahead of Wayne Tanner's GS1100, trailing Pinkstaff by 300 feet. He later found fuel lines to two cylinders jammed with rice.

Results

OGP SINGLE: 1. Lee Cochran (Yam); 2. Dan Hung (Hon); 3. Eldon Warren (Yam).
600 PROD: 1. Scott Moon (Kaw); 2. Dave Roosevelt (Yam); 3. Mike Kenyon (Yam).
450 PROD: 1. Mike Sullivan (Yam); 2. Kelly Constable (Hon); 3. Dick Burnham (Yam).
OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Randy Skiver (Suz); 3. Wayne Tanner (Suz).
750 PROD: 1. Scott Moon (Kaw); 2. Bruce Behal (Kaw); 3. Dave Roosevelt (Yam).
FORMULA 2: 1. Mike Kenyon (Yam); 2. Dale Franklin (Yam); 3. Paul Peiroli (Yam).
OPEN MOD PROD: 1. Randy Skiver (Suz); 2. Tom Nakashim; 3. Stan Jan Jan (Kaw).
860 MOD PROD: 1. Dan Zlock (Suz); 2. Nick Defago (Suz); 3. Sean Phillips (Suz).
FORMULA 1: 1. Randy Skiver (Suz); 2. Rhys Howard (Kaw); 3. Keith Pinkstaff (Kaw).
600 MOD PROD: 1. Lee Cochran (Yam); 2. Bruce Behal (Kaw); 3. Dave Roosevelt.
450 MOD PROD: 1. Dick Burnham (Yam); 2. Larry Buck (Hon); 3. Wayne Tanner (Suz).

DYNA Wins Again!

Vance keeps #1 plate for another year



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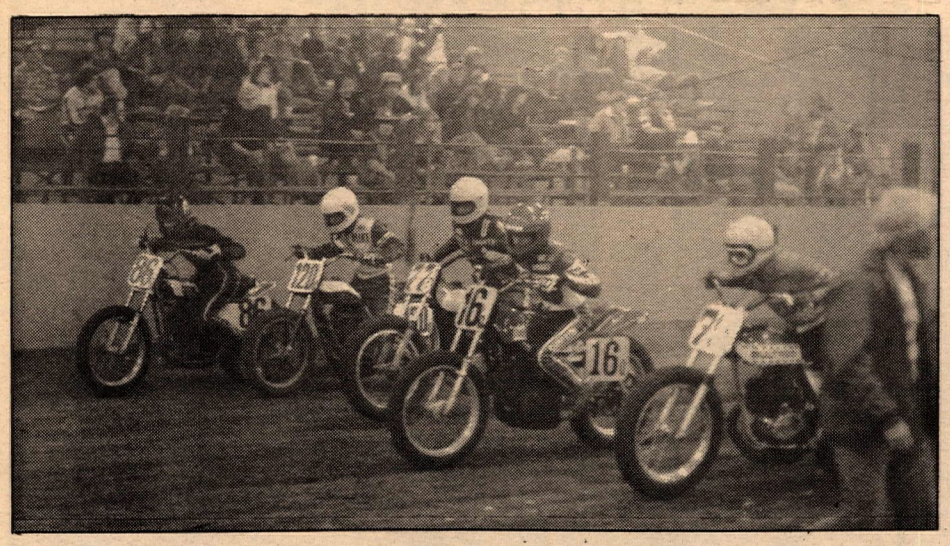


Barry Pelky (16Q) leads the start of Oregon indoor ST action in Corvallis.

SUPERBIKE: 1. Keith Pinkstaff (Kaw); 2. Rhys Howard (Kaw); 3. Brian Sutton (Hon).

Bennett, Pelkey burn Corvallis indoor ST opener

By Suanne Light
Photos by Steve Tibbits

CORVALLIS, OR, OCT. 9

Riders from Washington, California, Idaho and Oregon were on hand for the opening race of the Benton County Fairgrounds indoor series which saw Dan Bennett (N-D/Bel-Ray/KRW/Out Front Number Plates/Bennett Lectron/Hon) take a very controversial 250cc Pro Feature main event, winning a 15 lap seat edger over Grants Pass speedster Barry Pelkey (Simpson/Megacycle Cams/Yamaha Sports Center/Yam) who was disqualified, but came back to smoke the 250cc A main over rivals Frank Word III (Electro West/Simpson/Out Front Number Plates/R&B Racing/Yam) and Bennett.

After the usual "working out the bugs" in the first race of the season, mains were posted, giving an under control, yet hyper 125cc A main two minutes until take off. When the green came to life, it was a matter of horsepower and who could outdrag who into turn one. Former MX Pro Clay Light (LOP/Super Seer/Bosch/Out Front Number Plates/Yam) pulled a two bikelength lead over Steve Loraine (Yam), Rex Fisher (Garner Yam), Seattle's Donald Paul (Suz) and Greg Reynard (Light Racing Products/Bul). Light's lead only lasted a couple more laps. Loraine took the lead and opened it up over the second place argument between Fisher and Paul, who were holding Light and southern Oregon sensation Reynard at bay. Fisher settled into second with a lap to go while Paul settled his dispute for third outpacing Light and Reynard.

Word was quick to put his sano Yamaha YZ-powered Electro West machine into the lead in the 250cc A main. Pelkey motored around Word on the opening lap to lead a star studded field of 10 finalists consisting of Word in second followed quickly by Bennett and Bob Mahr (Bul). Bennett also surprised Word with a pass to put Bennett in the runner-up spot. Pelkey had the lead all to himself while motoring through lappers, but one lap later there was a new order. Pelkey tangled with a lapper, saving it enough to hold Word at bay, but Bennett took the lead over. Next, it was the Honda speedster's turn to be forced wide letting Pelkey take the lead back and win. Word also got by Bennett coming into the final stretch and placed second. Fourth went to Mahr and Tom McCallum (Bul) was fifth.

The highlight of the evening came in the form of a 15 lap, two row, 10 rider 250cc Pro finale, which included semi winners Word and Brian Loesch (Bul). Bennett jumped off the line just a hair soon and triggered a trio of over enthusiastic Experts, but only put Word in the penalty, much to his and the crowd's disapproval. Bennett did grab the lead at the restart of the main over Pelkey, McCallum, Loesch and Word, who came thundering off the line in haste to swoop up five riders in one turn. The order after two laps saw Bennett leading Pelkey and Word, who had moved to third ahead of a terrific battle between McCallum, Loesch, Jeff Harsha (Yamaha Sports Center) and Ryan Fisher (Out Front Number Plates/Yam). Bennett and Pelkey were fighting it out for first and it became a Novice/Junior/Expert war in the top three. Bennett took the checkered flag first to take a nice payoff over Pelkey who would, after some post-race "discussion," be disqualified, giving Word second and McCallum third over Loesch and Fisher.

Results

250 PRO FEATURE: 1. Danny Bennett (Hon); 2. Frank Word III (Yam); 3. Tom McCallum (Bul); 4. Brian Loesch (Bul); 5. Ryan Fisher (Yam); 6. Jeff Harsha (Yam); 7. Mike Moritz (Bul); 8. Steve Valaskaus (Bul); 9. Rick Hall (Bul); 10. Barry Pelkey (Yam).
OPEN A: 1. Chuck Glender (Hon); 2. Bruce Turnbull (Kaw); 3. Brett Barkman (Hon).
OPEN PRO: 1. Ryan Fisher (Yam); 2. Chuck Glender (Hon); 3. Bruce Turnbull (Kaw).
250 A: 1. Barry Pelkey (Yam); 2. Frank Word III (Yam); 3. Danny Bennett (Hon).
200 A: 1. Greg Reynard (Bul); 2. Clay Light (Bul); 3. Robert Horban (Bul).
125 A: 1. Steve Loraine (Yam); 2. Rex Fisher (Yam); 3. Donald Paul (Suz).
MINI A: 1. Donald Paul (Suz); 2. Ryan Huffman (Yam); 3. Number seven.
250 B: 1. Rick Hall (Bul); 2. Tim Skov (Bul).
250 C: 1. Mike Oglesbee (Yam); 2. Larry Scaggs (Kaw).
TROPHY DASH
OPEN PRO: 1. Chuck Glender (Hon).
OPEN SPTSMN: 1. Chuck Glender (Hon).
250 PRO: 1. Danny Bennett (Hon).
250 SPTSMN: 1. Danny Bennett (Hon).
200: 1. Greg Reynard (Bul).
125: 1. Steve Loraine (Yam).
MINI: 1. Donald Paul (Suz).

Bomber Bloemke hits Flying W's

By Wretched Racer

WINNEMUCCA, NV, SEPT. 25

Heading a strong contingent from T & K Enginry of Elko, NV, Yamaha-driver Mark Bloemke won the Open Expert class overall at the Flying W's stadium-cross tonight. Bloemke's show was upstaged, though, by Loren Shockey, down from Boise, ID. Riding a YZ250 in the combined Expert class, Shockey held down a close second place in the first moto, then won the second moto outright.

On the tiny HO-gauge track, squeezed into the Humboldt County Fairgrounds, a big Open-classer was a disadvantage. The collection of man-made anthill jumps and hairpin turns was made worse by a downpour of rain. Winnemucca was having a spell of all-time record rainfall (followed in a few days by record *snowfall)* that turned the race place into a mud wrestling match. The 82 riders and support crews that turned out huddled around in rain gear knee deep in mud. It was a scene from WW I trench warfare.

But a couple hundred fans took to the covered stands, so the program went on without delay. Winding around rodeo stock pens (ever see MX Bull?), the Minis were as fast as anybody on the small track, but some stuck in the mud after jumps like flies to flypaper. District 36 Black-plate Expert Charlie Barton mopped up this race.

Beau Hibdon, a 250cc Junior, won the longest jump prize of $50 — a better payoff than the Expert payback. Hibdon's KTM was one of three bikes that showed up with *chrome* exhaust pipes. Let us hope that this is not the start of another expensive motocross fad.

The best racing show was put on by the Veteran Junior/Novice class where Alan Dye on a 125cc Kawasaki and Ron Shakespear on a 495cc KTM battled neck-and-neck, never more than a wheel apart for 12 laps per moto. Shakespear won one moto and Dye the other, both winning their respective classes.

The highly unofficial Wretched Hard Luck trophy went to local Honda rider Rodd "Bones" Lighthouse. He was favored in the 250cc Junior class, but two laps into the first moto his rear wheel bearings seized. In the second moto, Bones got the holeshot, but half a lap into that race, his ignition swallowed some of the pouring rain; Bones DNF again. And he came home from college just for this race!

The next Flying W's event will be the finale of the northern Nevada motocross championship on Nov. 7.

Results

OPEN EX: 1. M. Bloemke (Yam); 2. G. Collingham (Yam); 3. A. McElroy (Mai).
250 EX: 1. L. Shockey (Yam); 2. J. Wright (Hon).
125 EX: 1. M. Jamison (Hon); 2. M. Hall (Yam).
OPEN JR: 1. S. Brown (Yam); 2. E. Schaact (Yam).
250 JR: 1. S. Cano (Yam); 2. K. McRae (Suz); 3. B. Hibdon (KTM).
125 JR: 1. T. Arnold (Suz).
OPEN NOV: 1. S. Furlin (Yam); 2. L. See (Mai); 3. G. Myers (Yam).
250 NOV: 1. J. Owen (Yam); 2. R. Maga (Suz); 3. F. Fuller (Suz).
125 NOV DIV I: 1. D. Zehner (Yam); 2. D. Haney (Yam); 3. B. Pearsnon (Yam).
125 NOV DIV II: 1. M. Nason (Suz); 2. W. Martin (Suz); 3. S. Owens (Yam).
80 EX: 1. C. Barton (Yam).
80 JR: 1. G. Kay (Hon); 2. L. Moore (Suz).
80 NOV DIV I: 1. R. Goucher (Kaw); 2. R. Schollors (Yam); 3. K. Lawson (Yam).
80 NOV DIV II: 1. G. Larramendy (Yam); 2. K. Doyle (Yam); 3. H. Kirschner (Yam).
VET EX: 1. J. Thrasher (Mai); 2. R. Wyant (Mai).
VET JR: 1. A. Dye (Kaw).
VET NOV: 1. R. Shakespear (KTM); 2. E. Bradley (KTM); 3. E. Canton (KTM).
OT EX: 1. A. Aja (Mai).
OT NOV: 1. J. Pecorilla (Suz).

Two to Manning at Northwest Challenge

By Suanne Light

KENT, WA, OCT. 3

Robb Manning put his Totem Lake Honda across the line to take two Pro classes at Seattle International Raceway under dismal skies, acing both with perfect 1-1 scores in 125cc and Open action. New Pro Logan Edrington (Kaw support) took the 250cc Pro class with 2-2 scores in the third round of the Northwest Challenge Series.

The full length "day course" was used with the gnarly bike-killing double downhill which didn't stop Manning in 125cc Pro action. Eric Hall (RPM Yam) put his Yamaha into a one lap lead, but after that, Manning appeared the new leader with series leader Cory Klaudt (Seattle Yam/Hon) and Stacy Thornton (Yam) hounding from behind; Hall, Dennis Ostriem (Yam) and Rod Casper (Suz) followed. At the checkers, it was all Manning followed by Klaudt, Thornton and Jayme Nickle (Yam), who made a late rally to finish fourth ahead of Ostriem. Hall DNF.

Manning led every single lap of moto two with Klaudt, Nickle, Thornton, Lance Richotte (Suz) and Mark White (NBC Racing) giving chase. Klaudt stayed close, but no cigar for the 18-year-old; he took runner-up honors both motos with Richotte third and Thornton fourth. Nickle took a fine fifth holding Casper at bay across the line.

Klaudt was in the lead in the first 250cc Pro moto, this time Yamaha mounted. Jon Jacobson (Paulson's Suz of Lacy), Stan Lund (Tacoma Kaw), Tom Moen (Seattle Hon/Yam) and Edrington followed. Klaudt was not to be denied a win with only Edrington staying close to finish second, ahead of third place Timmy Olson (Kaw).

David Froembling (Highland Hon) and Jacobson led moto two, but Froembling wasted no time blitzing away from Jacobson, Chad Torbergson (Suz) and Wally Caudle (Suz). Froembling kept the lead across the line for a win with second once again to Edrington, who ended up with the overall via consistency. Third went to Jacobson, who jammed his way to the position ahead of Moen and Lund, who were fourth and fifth at moto's end.

Manning also motored mercifully on an Open Pro pack, making it a field day as he led off the line over Todd Paulson (Paulson's of Lacy Suz) and Lynnwood Yamaha's Chris Moritz, who rallied through the debris to settle into a third.

Moto two once again saw Manning get the jump on the pack to jar S.I.R. with a healthy roost, pounding the pack off the line while Moritz, Paulson and "Mad Mike" Mohrbacher (Hus) held down the top positions. Manning capped off another win and netted an honest day's paycheck going 1-1 over Moritz's 3-2 and Paulson's 2-3. ●

Results

OPEN PRO: 1. Robb Manning (Hon); 2. Chris Moritz (Yam); 3. Todd Paulson (Suz).
250 PRO: 1. Logan Edrington (Kaw); 2. David Froembling (Hon); 3. Tom Moen (Yam).
125 PRO: 1. Robb Manning (Hon); 2. Cory Klaudt (Hon); 3. Stacy Thornton (Yam).
OPEN EX: 1. Gard Hollinger (Mai); 2. Peter Treadwell (Yam); 3. Jim Meyers (Suz).
250 EX: 1. Scott Zerr (Suz); 2. Tim McCoy (Yam); 3. Marc Envolson (Hon).
125 EX: 1. Steve Oster (Suz); 2. Jeff Chapman (Kaw); 3. David Bailey (Hon).
100 EX: 1. Wade Janssen (Yam); 2. Brad Miller (Yam); 3. Tom Studzinski (Yam).
MINI EX: 1. Tommy Judge (Yam); 2. Larry Ward (Kaw); 3. Oren Bay (Yam).
PEE WEE EX: 1. Casey Jones (Yam).
OPEN B: 1. Ken Workman (Yam).
250 B: 1. Roy Wiggins (Mai).
125 B: 1. Kevin Wester (Yam).
100 B: 1. Mike Gustine (Yam).
MINI B: 1. Darrell Davis (Kaw).
PEE WEE B: 1. Boris Portnoy (Yam).
OTH B: 1. Doug Snider (Yam).
OPEN C: 1. Don Sturdivan (Mai).
250 C: 1. Jim Cameron (Hon).
125 C: 1. Mike Enderson (Hon).
100 C: 1. Justin Pettis (Yam).
MINI C: 1. Arlin Shardleman (Yam).
PEE WE C: 1. Frank Harkness (Yam).

Central Pipeline

Good news/bad news, Huron Sportsman Trans-Cal

By John Bethea

HURON, CA, OCT. 9

Some days it just doesn't pay to get up. Or go to the race track. Or even race. It was just such a day for a few at round three of the sportsmen competition in the Continental Motosport Club Trans-Cal Series.

Shaun Kalos of Litchfield Park, Arizona, opened the Miller High Life series at Saddleback two weeks ago in two of the Age 9-11 Mini classes, Stock and Modified. He even had the perfect number plate for it — 911. What Kalos found was no competition and with the CMC's approval, he got promoted in age without having a birthday. Last week at Hollister he rode with the 12-16 year-olds and swept the program.

Today appeared to be a carbon copy. At least, it started out that way. Kalos smothered the field in the first moto of Mini Intermediate Modifieds and was doing exactly the same thing in the initial moto of the Stocks when he rounded the final turn on the final lap. At the finish, some 70 yards away, stood the flagger with the checkered in his hand. Shaun came out of the corner and plopped the Suzuki into the sand. Repeated kicks failed to fire the engine and eventually the three-way herd of Shane Trittler (Suz), Dean Matson (Yam) and Gary Riekki (Yam) sped by and took the top three honors. As if by magic, as soon as Riekki motored by, Kalos' bike finally came to life and he hopped back on to take fourth.

When Matson of Santa Cruz won the second Stock moto, it gave him the overall while all Shaun could accomplish was a second in the moto and second overall. Kalos did, however, capture the other round of Modifieds and at least won one class.

It was much the same story in the 250cc Intermediate Division One contest. Todd Simmons and Mitch Davis are the two featured and their first encounter was perhaps the best race of the entire day. Davis (Suz) got the early lead and was being badgered by Simmons, lap after lap. Finally, midway into the round, three turns past the finish line, Davis made a mistake, giving Simmons the lead. It lasted about three seconds as Simmons smashed into the berm in the next turn and tweeked his front wheel enough to force him off the throttle. Davis had the lead again.

Simmons was the class point leader with a perfect 20-20, but it appeared he had met his match with Davis, who was sitting fourth in the point totals. With half a lap to go, the duo was still separated by less than two lengths. With a slash and a hack, Simmons pulled along side, they briefly touched and suddenly Davis was back in second to stay.

They went at it again in the second round, much as they did in the first. However, this time Davis wasn't near the lead at the end. Midway through, Davis did a spectacular 360 in the air which dumped him back to sixth in the moto and fourth overall. What was so disgruntling about the affair is that a week earlier at Hollister, Mitch's dad, Howard Davis had crashed in a similar fashion and was now out of the series with a broken collarbone. Some months it doesn't pay for some families to get up.

250cc Intermediate winner Kevin Brown soars at Huron.

There is another side of the picture, too. With others receiving misfortune, some are blessed with good luck. Consider Alan Olson, the 500cc Intermediate leader.

Olson also competes on the Sunday program with the Veteran Masters where he is seldom defeated. In the Open class, however, racing with the "youngsters," often 10 to 15 years his junior, he finds the going a bit rougher. He still came to Huron, though, with a perfect 20-20 to lead the standings.

His first moto was a complex affair of spills, mistakes, and mechanical problems. While most of the others had the spills and mistakes, Olson had the mechanical problems and the usually consistent Maico rider went from first to second, to third and to fourth before the checkered came out.

When Olson again began to fade in the second moto, it looked like it was all over for the Westminster rider, but Shawn Lane (Mai), the winner of the first moto, crashed and eventually finished 10th. Mistakes caused Gary Wilson (Hon) and Don Glover (Yam) to reverse their first moto 2-3 finish. And suddenly, Olson found himself with the lead and the overall as his 4-1 beat Glover's 3-2 and Wilson's 2-3 when the tie-breaker scoring had to be invoked. ●

Results

60 MOD INT: 1. Mike Pascarella (Kaw).
80 STK JR 9-11: 1. Ronnie Densford (Hon); 2. Gary Trachy (Suz); 3. Todd Pipes (Yam).
80 MOD JR 9-11: 1. Ronnie Densford (Hon); 2. Jason Collier (Hon); 3. Gary Trachy (Suz).
80 STK INT 9-11: 1. Mike Pascarella (Kaw).
80 MOD INT 9-11: 1. Mike Pascarella (Kaw).
80 STK JR 12-16: 1. Mickey Elsberry (Yam); 2. Sean DelVenne (Kaw); 3. Alan Pierce (Yam).
80 MOD JR 12-16: 1. Mickey Elsberry (Yam); 2. Alan Pierce (Yam); 3. Jimmy Ryder (Suz).
80 STK INT 12-16: 1. Dean Matson (Yam); 2. Shaun Kalos (Suz); 3. Shane Trittler (Suz).
80 MOD INT 12-16: 1. Shaun Kalos (Suz); 2. Shane Trittler (Suz); 3. Gary Riekki (Yam).
125 JR DIV 1: 1. Phil Butler (Suz); 2. Dean Welsh (Hon); 3. Kenny Clifton (Suz).
125 JR DIV 2: 1. Tony Toste (Suz); 2. Greg Groom (Suz); 3. Derek Chin (Suz).
250 JR: 1. Duane Quale (Yam); 2. Ernest Gonzales (Suz); 3. Kirt Goldie (Hon).
500 JR: 1. Jim Ashley (Hon); 2. Keith Adams (KTM); 3. Brad Cravens (Hus).
125 INT: 1. Rudy Dickinson (Suz); 2. Danny Boles (Yam); 3. Wesley Furrh (Hon).
250 INT DIV 1: 1. Todd Simmons (Suz); 2. Don Gettling (Suz); 3. Randall Knox (Yam).
250 INT DIV II: 1. Kevin Brown (Suz); 2. Jim Whipple (Suz); 3. Randy Owen (Suz).
500 INT: 1. Alan Olson (Mai); 2. Don Glover (Yam); 3. Gary Wilson (Hon).
SIDECAR: 1. Tom Whitney/Scott Whitney (H-D); 2. Pete Whitney/Duane McDowell (Yam); 3. Ralph Whitney/George Whitney (Nor).

Andy Atkins took the Pee Wee B class at the Colorado State Champs.

Kiyota, Gibson take Colorado RR wins

By Joe Day

PUEBLO, CO, OCT. 3

The Mountain Roadracing Association closed out its 1982 season with some of the best racing of the year. In addition to the MRA's regular racers, the event drew some newcomers whose talents were quite surprising.

Formula III action had Keith Kiyota (TZ250) leading the pack. He went the distance without having to cope with the serious battles for second and third places. Behind Kiyota, J.T. Terry (XR500), in his first Formula race, kept himself ahead of a furious duel between Ty Piz (TZ250) and Jim Sonnleitner (TZ250). Piz and Sonnleitner traded positions every lap. Sonnleitner's five years experience on the TZ gave him the edge, he dove under Piz to take third in an electrifying finish.

The competition in 850cc Superbike was hot. The year-long struggle between Bruce Gibson (KZ750) and Ed Fleming (GPz750) came to a head in this, their favorite event. Fleming enjoyed the lead for three-fourths of the race, Gibson one bikelength behind. Gibson kept the pressure on. Fleming's one mistake was all Gibson needed to grab the lead and take the checkered flag. Bob Brownell (Suz 750) beat Mike Farmer (Yam 500) for the third place honors.

Open Superbike was once again Dr. Dave Keiffer's showcase. His KZ 1000 had no competition, and at the midway point in the race he led the field by half a lap. Dan Trammell (Suz 1000) and J.T. Terry (Hon 500) put tons of pressure on Mike Mangham (Z1R) for second place. While Terry held third, Mike Cameron (Suz 750) worked his way up through the ranks, slipping by Trammell. After another lap, Cameron passed Terry for third place. Terry crashed on the infield giving fourth place to Dave Stevenson on his Katana.

Results

BEG: 1. Kirk Kiyota (Yam); 2. Starkovich (Kaw); 3. Larratt (KTM).
450 PROD: 1. Elledge (Yam); 2. Meyer (Yam); 3. Roman (Hon).
COLORADO CLASS: 1. Terry (Hon); 2. Cameron (C-A); 3. Larratt (KTM).
555 PROD: 1. Meyer (Kaw); 2. Amundson (Kaw); 3. Turner (Kaw).
850 PROD: 1. Brownell (Suz); 2. Fleming (Kaw); 3. Meyer (Kaw).
OPEN PROD: 1. Orlando (Suz); 2. Fleming (Kaw); 3. Bravo (Suz).
450 SUPERBIKE: 1. Amundson (Yam); 2. Deschermaier (Yam); 3. Piz (Yam).
550 SUPERBIKE: 1. Meyer (Kaw); 2. Farmer (Yam); 3. Amundson (Kaw).
850 SUPERBIKE: 1. Gibson (Kaw); 2. Fleming (Kaw); 3. Brownell (Suz).
OPEN SUPERBIKE: 1. Kieffer (Kaw); 2. Mangham (Kaw); 3. Cameron (Suz).
FORMULA III: 1. Kiyota (Yam); 2. Terry (Hon); 3. Sonnleitner (Yam).
FORMULA I/II: 1. Kieffer (Kaw); 2. Kiyota (Yam); 3. Cameron (Suz).
BOTT: 1. Brown (H-D); 2. Bonner (Duc); 3. Hunter (Duc).
FINAL 1982 POINTS STANDINGS: 1. Rick Orlando (1018); 2. Norm Meyer (857); 3. Mark Smith (696); 4. Gary Amundson (586); 5. Ed Fleming (477); 6. Mike Cameron (455); 7. Dave Deschermaier (431); 8. Dave Keiffer (378); 9. Ray Farrow (305); 10. Bruce Gibson (262).

Atkins assaults CO State Championship

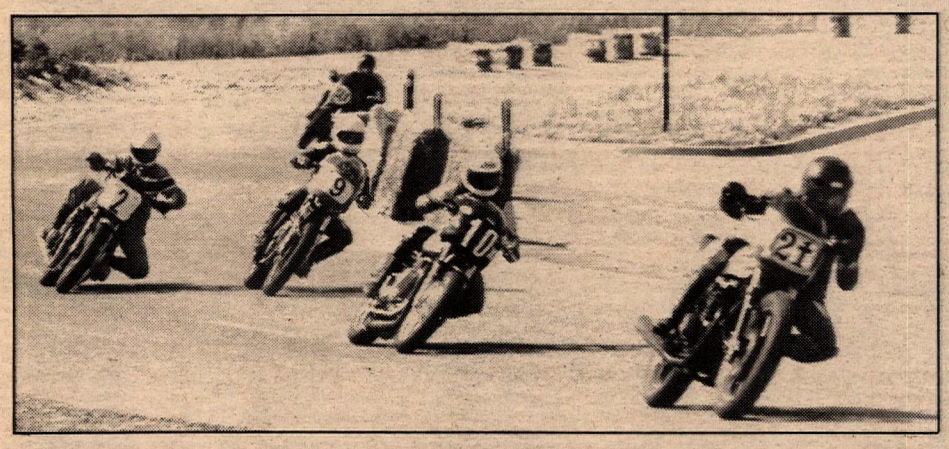
By Ernie Ferguson

COLORADO SPRINGS, CO, OCT.3

Colorado's young motocrossers gathered at Aztec Raceway Park, just east of Colorado Springs, to decide the 1982 State Mini Championships. The Sports Riders Association of Colorado sponsored the affair, and they couldn't have asked for a nicer day to race. The sun was bright and the track, which supplies some trickey jumps, turns and a triple jump at the finish line, was fast.

A fine gathering of fans watched as nine classes challenged the track. From the Pee Wee Bs to the Open Novices, there was plenty of good

Central Pipeline



(Top) Mini racers at the Colorado State Championships. (Above) Rick Orlando leads winner Jon Minonno at the Steamboat Springs road race.

racing. The Pee Wee B class provided the biggest thrills of the day when a young rider named Andy Atkins showed the rest of the racers how it is done. In his first moto, Andy beat out second placer Doug Ruby. Doug stayed right on Andy throughout the entire race, but couldn't catch him. However, in the second moto, Andy ran into trouble when he dumped his bike at the starting gate. Doug immediately jumped out in front with a good-sized lead. Well, this little mishap didn't stop Andy. Andy jumped back on his bike and proceeded to pass the entire field of riders, including Doug, and won the moto. It was an exceptional exhibition of motocross racing. Robby McCoy finished third.

In the Mini A class, a super rider, named Kevin McNight, raced to victory by capturing the overall in front of Darren Deloach. Kevin stayed out in front all day; he showed the pack how to follow his number four Kawasaki. Brian Binkley finished third behind Deloach.

After the classes had finished all the motos, the SRAC provided more thrills and spills with a tag team race. The Mini A riders were teamed up with a big brother from the 125cc Expert class. The 125s raced last week for the mens championship. The team of Laren McCoy (125cc) and Kevin McNight (Mini) came in first, with Albert Firestine (125cc) and Art Dehoff (Mini) second and then Dave Newell (125cc) and Ray Griggs (Mini) finishing third.

Results

MINI EX A: 1. Kevin McNight; 2. Darren Deloach; 3. Brian Binkley.
MINI AM B: 1. Brian Grubelnick; 2. Randy Dedrick; 3. Randy Hocker.
NOV VET: 1. Denis Grimes; 2.Mike Winchell; 3. Bruce Mills.
OPEN NOV: 1. Douglas Fast; 2. Joe Swisher; 3. Travis Fry.
125 NOV: 1. Mike Badfold; 2. Tim Miller; 3. Dan Garuer.
250 NOV: 1. Chris Jameson; 2. Scott Henderson; 3. Nathan Tyler.
PEE WEE B: 1. Andy Atkins; 2. Doug Ruby; 3. Robby McCoy.
PEE WEE NOV: 1. Jason Jameson; 2. Shannon Ashmore; 3. Darren McNight.

Six smoke 'em at Swan MX

By Gary Willer
TYLER, TX, SEPT. 26

Getting the most for his money and effort today at Swan Raceways Motocross was Jody North. North rode his Yamaha mounts to twin wins in 60 and 80cc Beginners. On his way to the victories, North displayed total domination — leading every lap of all four motos. Trey Sechler was runner-up in both classes finishing in second place four times.

Junior 80cc rider Travis Motley (Hon) ran well today, leading the pack around on all but the first lap of the second moto. David Fletcher was second (2-2), and Karl Keough third (3-4).

Jason Jessup (Yam) was the standout 80cc Senior pilot, hands down. Jessup jumped into the lead on lap one of both motos and took it to the checkers. Brothers Bob and Chad Clay captured second and third spots, 2-2 and 3-3 respectively.

Intermediate and Novice 125s ran together and were scored separately. Intermediate hotshoe Jeff Davis (Suz) showed the others the fastest line around on every lap, both times out. Meanwhile, the Novice battle took shape between experienced Mike Haggar, making a come-back, and young up-start 13-year-old Shane Lee. Lee led Haggar on lap one, but they reversed positions by the second circuit and finished the first moto that way, with Jeff Brown third.

Moto two saw Rich Northern break on top followed by Mark Payne and Brown, with Haggar holding on in fourth. Lee, at lap's end, was eighth. Haggar began to haul, improving his position on lap two, as did Lee. Haggar got by Brown for third while Lee moved into fifth. By lap three, Haggar held the lead, dropping Northern to second, with Brown still running third and Lee fourth. On the next trip, Lee overtook Brown and was after Northern and Haggar. When the checkered flag fell, Haggar had the win with Lee getting second and Brown third, pushing Northern back to fourth and Payne, who started second, finished fifth.

In 250cc Novice action, it was all Danny Richardson. The Suzuki rider led on every lap. Tommy Hulsey (Hon, 2-2) and Grant Looney (Hon, 4-3) both went well.

Open rider Mitch Hulsey (Hon) smoked 'em on every lap for class honors. Kevin Rivers (Suz, 2-2) and Mike Torkelson (3-3) were right there.

Results

60: 1. Jody North; 2. Trey Sechler; 3. Michelle Densmore.
80 BEG: 1. Jody North; 2. Trey Sechler; 3. Allen Keough.
80 JR: 1. Travis Motley; 2. David Fletcher; 3. Karl Keough.
80 SR: 1. Jason Jessup; 2. Bob Clay; 3. Chad Clay.
BEG: 1. Tommy Mount; 2. Larry Taylor; 3. David Baskin.
125 NOV: 1. Mike Haggar; 2. Shane Lee; 3. Jeff Brown.
250 NOV: 1. Danny Richardson; 2. Tommy Hulsey; 3. GRant Looney.
OPEN: 1. Mitch Hulsey; 2. Kevin Rivers; 3. Mike Torkelson.
OVER 30: 1. Jimmy Moore; 2. Tommy Hulsey; 3. Kent Thompson.

Pate, Rakestraw cash in at Wolfcreek

By Charlie Wiese
RIO VISTA, TX, SEPT. 26

Motocross Madness continued at Buck Terry's Wolfcreek motocross with Steve "Pacer" Pate (Suz) and Mark "Peaches" Rakestraw (Yam) taking home the winners' share of the "Big Bucks."

The 125cc Expert winner Pate (Suz) didn't have it easy as he chased home "Mr. Mel" Newman (Hon) and his self sponsored "Red Rocket" ahead of third place Dennis Brand (Hon). However, when the gate hit the ground in the action filled round two, Pace became the pacesetter, giving the field a hindside view, with Brand bouncing back for second ahead of Newman in third.

In 250cc action, Rakestraw (Yam) had all the answers; he dominated consecutive motos ahead of young John Kindhart (Kaw). Rakestraw was simply untouchable; however, Kindhart played "me and my shadow" in round two as Kent "Okie" Goff (Hon) came roosting from behind for third after two action-filled rounds of racing.

In addition to the regular race program, the Terry family put together a pair of "Dash for Cashes" that had Expert riders banging bars for bucks. In 125cc action, Steve Pace took top honors as he banged bars brilliantly. The 250cc wars looked like a video tape of regular action as Rakestraw completely dominated the two lap event.

Results

MICRO MINI: 1. Steve Hogg (Yam); 2. Jason Kirk (Yam); 3. Willy Bowden (Yam).
MINI JR: 1. Brian Mercer (Yam); 2. Steve Hogg (Yam); 3. Shorty Jones (Yam).
OVER 30: 1. Marvin Hester (Yam); 2. Ed McAfferty (Yam); 3. Glen Cribbs.
250/OPEN BEG: 1. Cris Barton (Hon); 2. Mike Rankin (Hon); 3. Lamar Stutts (Hon).
250 NOV: 1. Mark McCandless (Kaw); 2. Chris Black (Yam); 3. David Franklin (Suz).
125 INT: 1. Jerry Moody (Suz); 2. Brian Yelton (Yam); 3. Chad Calvert (Kaw).
250 INT: 1. Randall Willingham (Hon); 2. Scott Hester (Yam); 3. Steve Starnes (Yam).
OPEN INT: 1. Skipper Roberts (Mai); 2. Chris Cunningham (Hus); 3. James Gorman (Hon).
80 BEG: 1. Jerry Holt (Yam); 2. Tippy Genies (Yam); 3. Clay Magsiurk (Suz).
MINI SR: 1. Brandyn Ready (Kaw); 2. Philip Dillon (Hon); 3. Steve Hill (Kaw).
125 BEG: 1. Paul Woodall (Hon); 2. Tim Lay (Yam); 3. Skeet Caruther (Suz).
125 NOV: 1. Terry Dickey (Hon); 2. Jeff Lane (Hon); 3. Daniel Taylor (Hon).
OPEN NOV: 1. Merle Bernhardt (Hon); 2. Rodney Young (Mai); 3. Michael Sanders (Suz).
125 EX: 1. Steve Pate (Suz); 2. Mel Newman (Hon); 3. Dennis Brand (Hon).
250 EX: 1. Mark Rakestraw (Yam); 2. John Kindhart (Kaw); 3. Kent Goff (Hon).

Minonno Triumphs at Steamboat RR

By Joe Day
Photo by John Phillips
STEAMBOAT SPRINGS, CO, SEPT. 19

Steamboat Springs was host to the Second Annual Streets of Steamboat Roadraces this weekend. Thanks in large part go to Kawasaki and the Steamboat Chamber of Commerce for making the event a huge success. Team Green brought their traveling display, factory reps and an Eddie Lawson Replica for the fans to see. The day began with a beautiful morning for practice and ended with heavy thundershowers. The course was run on one-half of a four-lane highway circling the ski area. Off-camber corners made the racing difficult.

Not often run in Colorado, the Battle of the Twins brought the day's first surprise from veteran BOTT racer Jon Minonno. At the green flag Minonno grabbed a lead no one could match. His hand-crafted four-valve Triumph had the kind of power racers dream of. After only four laps, Keith Marsico's Yamaha Vision was 30 seconds behind the leader. New Mexican Pete Bonner held third on his Hailwood Replica Ducati.

Open Superbike belonged to Mark Smith from the start. Smith, on his Yamaha 500, stole the holeshot. Minonno and his Triumph were in hot pursuit. Smith opened up a good lead and held off Minonno for the win. Ed Fleming, on his GPz 750, took third, well behind the blazing leaders.

Steamboat's weather changed to rain, causing an unscheduled one-hour break. When action resumed for Formula I/II, Jon Minonno had his rain-tires mounted and was ready for serious action. As light rain fell, Rick Orlando wrestled his GS750 into turn one, leading Minonno by a wheel. With his left foot down, Minonno, at full lock, passed Orlando on the outside. Rick would see the rear tire of the Triumph for the remainder of the race. Ty Piz had a good day and rode to third on his Yamaha.

Results

BEG: 1. Terry (Yam); 2. Bravo (Suz); 3. Lee.
COLORADO CLASS: 1. Piz (Yam); 2. Cesmat (C-A); 3. Terry (Yam).
BATTLE OF THE TWINS: 1. Minonno (Tri); 2. Marsico (Yam); 3. Bonner (Duc).
450 PROD: 1. Orlando (Yam); 2. Deschermaier (Yam); 3. Giordanengo.
555 PROD: 1. Tidwell (Kaw); 2. Orlando (Yam); 3. Meyer (Kaw).
860 PROD: 1. Orlando (Suz); 2. Tidwell (Kaw); 3. Amundson (Kaw).
OPEN PROD: 1. Orlando (Suz); 2. Tidwell (Kaw); 3. Farrow (Kaw).
450 SUPERBIKE: 1. Cesmat (C-A); 2. Orlando (Yam); 3. Amundson (Yam).
555 SUPERBIKE: 1. Smith (Yam); 2. Davidson (Yam); 3. Tidwell (Kaw).
860 SUPERBIKE: 1. Smith (Yam); 2. Orlando (Suz); 3. Davidson (Yam).
OPEN SUPERBIKE: 1. Smith (Yam); 2. Minonno (Tri); 3. Fleming (Kaw).
FORMULA III: 1. Piz (Yam); 2. Cesmat (C-A); 3. Deschermaier (KTM).
FORMULA I/II: 1. Minonno (Tri); 2. Orlando (Suz); 3. Piz (Yam).
POINTS STANDINGS AS OF SEPT. 19, 1982: 1. Orlando (998); 2. Meyer (790); 3. Smith (696); 4. Amundson (535); 5. Fleming (421); 6. Cameron (416); 7. Deschermaier (409); 8. Keiffer (315); 9. Farrow (282); 10. Mangham (226).

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Great Pumpkin GP

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PRACTICE I (I-125)	8:00 AM
PRACTICE II (250-500)	8:25 AM
PRACTICE III (Vet)	8:50 AM
ALL PROS	9:15 AM
0-100's and WOMEN	10:15 AM
ALL VETS	11:15 AM
ALL 125's	12:30 PM
ALL 250's	1:30 PM
ALL 500's	2:30 PM
TEAM RACE	3:30 PM

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Entry Fee.....$15.00 (mail)
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Must send.....$12.00 (post) ea.
entries together.

Team Race will be Pie Plated - have your duct tape Ready!!

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DEADLINE: Entries must be postmarked by October 27 or brought to raceway office by 12:00 Noon, on October 29.

3 NUMBER PLATES REQUIRED

25% TROPHIES

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circle one SIZE	circle one SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	circle one R.A.C.E.
MINI 100	Beg. Nov.					Member
125 175	Int. Exp.	print	print	print	print	Non-Member
250 500	Girls Vets(32+)					

Vets & Girls Circle 2

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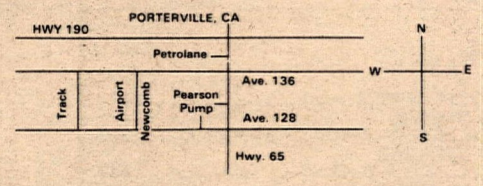

AFM 1982 Race Schedule
Oct. 24 — Willow Springs
Oct. 31 — Sears Point 4 Hr.
Nov. 14 — Willow Springs
12422 Timber Creek Lane (213)
Cerritos, CA 90701 926-2583

SRA Schedule
OCT. 31 — BLACKCAT G.P.
(Indian Dunes — Bikes — ATC — ODY)
NOV. 28 — RIVERSIDE G.P.
(Double SRA Points)
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AMA/Wrangler® Supercross Series
11/6 San Diego, CA

AMA National Enduro Schedule Eastern Region
11/7 Cadiz, KY

CMC Trans-Cal MX Series
10/23-24 Orange, CA

National Drag Race Schedules
AMA/Dragbike!
10/24 Hollywood, FL
10/24 Fremont, CA
10/30-31 Las Vegas, NV
11/6-7 Houston, TX
11/20-21 Gainesville, FL

Score/Pernod Race Schedule
11/3-6 Baja 1000 Baja California, Mexico

World Speedway Championships
12/11 Pairs Liverpool, Australia

National Road Runs
TBA Western Championship Timed Road Run Open
11/27 Cycle News Barstow to Vegas Poker Run Barstow, CA — Las Vegas, NV

Other Major U.S. Events
10/31 The Superbikers Carlsbad, CA

EVERY WEEK

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Center to Sand Cyn. All classes, 30% troph., 125% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.), Pro $15, watch $4, under-12 $2 Info 714/552-5511.

SONOMA OUTLAW STREET DRAGS
Sears Point International Raceway, Hwys 37 & 121, Sonoma, CA. Bikes is one of classes, Bike winner will run against other class winners for King-of-the-Outlaws. Gate 5:30 p.m., race 7:30-10. Race or watch $5. Parking, pit access and children 12-&-under free. Info 707/938-8448.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50-Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

CMC BAYLANDS NIGHT MX
Baylands Raceway Park, 44333 Christy St., Fremont, CA. Take Durham Rd exit off Hwy 17 or 680. All classes. 30% troph. CMC card req'd. Gate 4:30 p.m., prac. 6-6:45, sign up closes 6:45, race 7. Entry $12 Sptsmn, $15 Pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes incl. over/under bridge. Trophies thru 5th, Ex purse $300 or 300% p.b. All classes. Ex ride 3 motos. Gate 5:30 p.m., prac. 7. Entry $8, Ex $10, gate $4. Info 214/245-4693.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 north, north of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex $15, $5 gate/watch.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727—1171.

SADDLBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req'd. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

October 21

CRC CALIFORNIA MX
San Diego Amateur Supercross Qualifier! OCIR MX, Irvine, CA. California Racing Club. Info 714/689-6114.

October 22

CALIFORNIA SWAP MEET
Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of bikes, parts & access. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25. Motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-9226 (24 hr.).

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

October 23

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AMA D-37 MX
Cancelled. Saddl[illegible] Park, Orange, CA. Info 21[illegible] 2583. Cancelled.
CANCELLED

AMA D-37 SPEEDWAY & ST
Perris Raceway, Perris, CA. Frwy 15 S to Hwy 74 E, 12 mi. to Ellis, left to Burton Rd, right to track. All classes. No pit pass fee. Class C trac. & silencer req'd. Gate 4 p.m., sign up 4:30, prac. 5:30, race 7. Entry $10 Sptsmn, second class $9; $15 250cc & Open Money. Gate fee: riders with unlimited bikes & adults $5; 6-12 $3; under-6 free. Lightweights M.C. Info 714/771-3809 (Jerry).

CANYON RACEWAY NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% troph., 100% Pro p.b. Gate opens 4:30 p.m., prac. 6, race after prac. Watch $4, child under 12 $2, bike fee at gate $5 (deducted at sign up. Entry $10, Ex. $14. Info 602/934-5027 Bob Dean, 583-0575 Tom Timmons.

Oct. 23-24

CMC TRANS-CAL MX
Part of CMC Trans-Cal MX Series. classes except 60 & 100. Over $75,000 Saddleback Park, Orange, CA. Frwy 55 to Chapman Ave exit, east 7 mi. to Santiago Canyon Rd, right to County Fire Station, left on rd past fire station. All classes except 60 & 100. Over $75,000 in series awards, products & money. $3,000 Pro purse/event, pd by moto. Sptsmn race Sat.; Pros, Vets, OTs and Mini Ex race Sun. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Gate $5 Sat., $8 Sun. Mail entry to CMC, P.O. Box 1858, Costa Mesa, CA, 92626. Info 714/557-3323.

CALIFORNIA SIDECAR RALLY
11th annual Griffith Park Sidecar Rally. Crystal Springs, Griffith Park, Los Angeles, CA. Open Sat. noon for registration. Sat. night movies by Clyde Earl. O/N camping. 9 a.m. Sun. is picnic & rally. T-shirts & refreshments avail. Drawing for prizes. Entry $5/vehicle, all guests & spectators free. Park fee $1. United Sidecar Association, Griffith Park Sidecar Rally, P.O. Box 8119, Van Nuys, CA, 91409. Info 213/780-5542.

October 24

AMA CALIFORNIA DRAGS
Freemont, CA. Part of AMA National and Regional Series. Info 315/-735-1661.

AMA D—37 HARE & HOUND
15th Annual 100's Hare & Hound. Soggy Dry Lake Area, marked from Hwys 18 & 247, in Lucerne Valley, CA. All classes. Finisher pins. 1st loop laid out with Beg. in mind; 2nd loop more challenging. Beg. and Women Nov. go 1 loop. Start 9 a.m. Entry $15. Info 714/985-1567 (Jim — after 5).

OMRA OREGON DESERT RACE
13th Annual High Desert 100. 20 miles east of Bend, OR. Close to Hwy 20, follow signs. All classes. Finisher pins, 30% Am. troph., 50% Ex. troph., OMRA desert points. Spark arrestors and silencers req'd. Tough course. 2 loops, approx. 50 miles ea. Beg. go 1 loop. Rider's meeting 9:15 a.m., Ex. start 10, Am. start 10:30. Pre-entry $25, post $30, Beg. ½ price; OMRA memb. req'd for Oregon residents ($5). Mail entry and 2 SASE to: Cascade M.C., P.O. Box 11, Bend, OR, 97709. Pre-entry closes Oct. 15. Info: days, 503/382-3513 (Joe); eve.s 382-0061 (Denny), 382-3837 (Larry).

AMA D-36 ENDURO
Jackhammer Enduro. Fouts Springs, CA. Approx. 9 miles west of Stonyford, CA. All classes. Part of B & C Championship Series. New trails, approx. 90 miles. 750 riders max. Spark arrestor/silencer and registration req'd. AMA & D-36 memb. req'd (avail. at race). Key time 7 a.m. Pre-entry $15, post $16; add $6 per 3-man team, no extra charge for parent/child team (child under 18). Write for entry form: Oakland Motorcycle Club, c/o Charlie & Cheryl Booth, 1004 Sandpoint Dr., Rodeo, CA, 94572. Info 415/799-4424 (entries), 533-2916 (course).

AMA D-38 ENDURO
4th Annual Horney Toad Enduro. Signal Mt. area, off Hwy 98, Imperial Valley, CA. All classes. Finisher pins and 20% troph. This is a family enduro. Start time 8:00. Pre-entry $13 1 loop, $17 two; add $3 for post entry. Mail entries close Oct. 19. Mail SASE for entry blank to: Bush-Eaters Motorcycle club, 1340 Groveland Terrace, El Cajon, CA, 92021. Info 714/275-1823, 463-8848.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AMA D-27 OREGON MX
Roseburg, OR. I-5 to Clarks Branch exit, east 3½ miles. All classes. 200% Pro p.b., 33% troph. Protective gear req'd + matching helmet no. with 3 no. plates. Gate 8 a.m., prac. 8:30, race 10. Entry $7 + gate Sptsmn, $10 + gate Pro; gate $3 adult, $2 6-18, under-6 free. Info 503/673-1671.

AMA D-36 DEMELLO MX
Prairie City ORV Park, Sacramento, CA. Hwy 50 east from Sacramento, south on Prairie City Rd, right on White Rock Rd, 1 mi. to track entrance on left. All classes. 100% Pro p.b., extra big troph., free T-shirts to winners. D-36 rules. AMA & D-36 memb. req'd (avail. at track). Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pros. Watch $5, under-12 $1. DeMello MX. Info 916/988-2208 (Vasco DeMello).

AMA D-36 NEVADA MX
Fernley Lion's Club Track, Fernley, NV. All classes. 30% Sptsmn troph., 100% Pro p.b. Race 6 of Nevada State Championship MX Series. Gate 6 a.m., sign up 6, prac. 8, race 9. Entry $4 gate, $10 Sptsmn, $15 Pro. Info 702/329-1323 (days), 575-2898 (eve.).

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All classes. 30% troph. New Stadium MX track! Gate 7 a.m., prac. 8, race 9. Entry: Sptsmn $15 mail, $20 post, $40 special for 10/24, 11/7 & 11/14; Pro $20 mail, $35 post; AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AFM L.A. ROAD RACE
1st annual Great Give-Away Race. Willow Springs Raceway, Rosamond, CA. Hwy 5 N to Hwy 14 N to Rosamond Edwards Air Force Base exit, left 5 mi. to track. Stk Prod., Mod. Prod., Superst., GP & Sidecar. Troph. to all classes, two races ea. pay $100, many contingencies. Fastest wheelie contest. 600cc 2-man relay race. Free program, pit pass & parking. Gate 7 a.m., prac. 9, race 11:30. First entry $30, $15 ea. extra. Watch $5, under-12 free. American Federation of Motorcyclists, Los Angeles. Info 213/926-2583.

CRC CALIFORNIA MX
San Diego Amateur Supercross Qualifier! Carlsbad Raceway, Carlsbad, CA. All classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 714/689-6114.

R.A.C.E. FT TRIPLEHEADER
Corona Raceway, Corona, CA. ½ mile, ¼ mile & TT Scrambles. Race 9 a.m. Info 714/689-1913, 735-1705.

ITA CALIFORNIA TRIALS
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Info 714/558-1584.

ARIZONA CANYON RACEWAY MX
Final race of Arizona fall series. California Racing Club Amateur Supercross Qualifier! Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes incl. Y-Zinger, OT & 4-stroke. 100% Pro p.b., 33% troph. to all thru 5th place. Drawing for new motorcycles by class winners. Gate 6:30 a.m., prac. 8. Gate fees: $4 adult; $2 child-under-12; $5 bike (deducted from entry fee). Entry $10 Sptsmn, $14 Ex. Info 602/934-5027 (Bob), 583-0575 (Tom).

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. 2 water trucks. Gate 6 a.m., prac. 8:15, race 9. Entry $15, watch $5. Info 415/634-3328, 798-5695 (Tom).

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 of Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593, 817/694-2901.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

MARSHALL MOTOCROSS, TX
Marshall Cycle Park, rt on Marshall Creek Rd off Hwy 114 from Dallas, or take Hwy 35 to 114E to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 riders. Approved sil., 3 number plate and sign up before prac. req. Gate 5 a.m., (no O/N camp) split sched., Nov. prac 8 a.m., Ex. sign up 12 noon. Entry $10, $15 Pro. Marshall Creek Cycle Park. Info 214/270-3908.

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% PB to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/688-6990 (Jan).

October 29

CALIFORNIA SHR NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd, go 17 mi. to stop sign, go right to front gate. All classes. Gate 5 p.m. 80s sign in 5:30, race 6. 250s sign in 6, race 7. 125-200s sign in 7, race 8. Opens sign in 8, race 9. Info 415/634-3328.

October 30

AMA D-36 ARGYLL MX
Race 2 of Hi Point series. Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AMA D-37 COMBO-X
Ghost Riders Combo-X. Sunrise Valley MX Park. Adelanto, CA. On Hwy 395, 7 mi. north of Adelanto. All classes. Troph., finisher pins, prizes. O/N parking (gates close 10 p.m.). Gate 7 a.m., race 9. Info 714/245-7339, 246-6109.

CALIFORNIA SIDECAR PLAY DAY
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. For all interested in riding, racing or just watching off-road sidecars. The new Wasp & E.M.L. sidecars will be there & experienced teachers as well. 10 a.m. to 5 p.m. Only entry fee is Indian Dunes gate fee. Southern California Sidehack Assoc. Info 213/362-8298, 768-5266.

AMA D-36 CHICO ST
Cycleland Speedway, U.S. 99E & Nelson Rd, 14 mi. south of Chico, CA. All classes from mini to 750cc, 6 rider min./class. Whites req'd for pit pass. Class C trac. req'd. Gate 5:30 p.m., sign up 5, prac. 7, race 8. Entry $8.50 Sptsmn, $4 Semi Pro. Watch $3.50 adult, $1 child under-12, $1 pit pass. Moural Associates. Info 916/342-0063, 342-4216.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Oct. 30-31

AMA NEVADA DRAGS
Las Vegas, NV. Part of AMA National and Regional Championship Series. Info 315/735-1661.

October 31

NEBRASKA MOTOCROSS
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Prac. 8:30 and 9:30 a.m., race 10. Moto Sports Park. Info 402/571-2183, 895-6980 (race days).

CMC CALIFORNIA MX
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to Prairie City Rd., go south, then right on White Rock Rd. and go one mile to track. All classes. 50% troph. to Vets and OTs, 30% Sptsmn; 100% Pro p.b. Super radical track. Gate 6:30 a.m., prac. 7:30, race 8:30. Entry $5 gate, $10 Sptsmn, $15 Pro. Star Promotions. Info 209/571—0122.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AMA D-36 FAMILY ENDURO
Trick or Treat family enduro. Redding, CA. All classes, 3-man, Husband/Wife & Parent/Child teams. Free camping, no water. No district points or buddy riders. Approx. 50 mi. 550 rider limit. License/Green sticker, muffler & spark arrester req'd. One gas check. Rain date Nov. 7. Key time 8 a.m. Entry $10 ea. D-36 card holders & family., $12.50 ea. non-card holders, add $1/memb. for teams; no AMA or D-36 memb. req'd. Mail for entry forms: Redding Dirt Riders, 5177 Old Alturas Rd, Redding, CA, 96003. Info 916/221-5012, 549-3892.

ATA & AMA D-37 OBSERVED TRIAL
Little Rock Dam, near Pearblossom, CA. I-5 to 14, north to Pearblossom Hwy, east to Cheeseboro & south past dam to trials site. All ATA classes. Finisher pins and 20% troph. Helmets, green stickers, & spark arrestor req'd. Sign up 9 a.m., riders meeting 9:45, start 10. Entry $13, add $2 for non-ATA memb. Valley Observed Trial Enthusiasts. Info 213/679-0545 (Bob).

AMERICAN MOTO-CROSS A.M.E ENTERPRISES 881-5778 (213)

SHOEI Presents

To Be Filmed For TV Nov. 7 & 14
Watch CYCLE NEWS For Air Date

STADIUM MX CHAMPIONSHIPS
$3000 PURSE
$1000 Each to 125, 250 & Open Pro Class
HI-POINT ★ RACING ★
November 14, 1982
Coca-Cola
Kal-gard
SCOTT USA
Early Bird Racing, U.S.A.

The Most Awesome Supercross Track Ever Seen!
The new track will be completed for October 24 and November 7. Special awards for the first 100 riders to sign up at those events. Prizes and contingencies at each event.

Gates Open 7:00 a.m.
Sign-Up 7:00 a.m.
Practice 8:00 a.m.
Race 9:00 a.m.

3 FT. 1st Place Trophies

A.M.E
P.O. Box 1421
Reseda, CA 91335
(213) 881-5778

INDIAN DUNES

LAST CHANCE TO QUALIFY
CRC PRESENTS AMATEUR SUPERCROSS
SUNDAY NOV. 7 1982

QUALIFIER SCHEDULE

Thurs	Oct 21	OCIR MX	Irvine
Sun	Oct 24	CRC MX Arroyo	San Bernardino
Sun	Oct 24	Canyon Raceway MX	Phoenix
Sun	Oct 31	CRC MX Saddleback	Orange

CLASSES
Pee Wee, 60 Stk, 60 Mod, 80 Stk, 80 Mod, 100, 125, 250, 500, 3-Wheelers. Beg., Nov., Int., Exp., Pro, Vets

SAN DIEGO JACK MURPHY STADIUM
LIMITED ENTRY — YOU MUST QUALIFY TO RIDE (one race does it)
RIDE THE SAME COURSE THE PROS RIDE ON SATURDAY NITE
$1500 PRO PURSE
3 FOOT TROPHIES
CALL FOR INFO: (213) 830-7519

PJ1 LUBRICANTS
ND
SKOAL
IN CONJUNCTION WITH Miller High Life Beer SUPERCROSS FINALS Jack Murphy Stadium November 6, 1982 San Diego, Calif

Where are we going next week? See Calendar of Events

Arroyo CYCLE PARK MOTOCROSS
OCTOBER 31
Gates Open 7 a.m.
Practice 8 a.m.
1st Race 9:30 a.m.
No membership required.
Entry Fees: $10 Sportsmen
$15 Pros
Cash To Pros
Info: (714) 689-6114

R.A.C.E.
SCHEDULE

THURS	OCT 21	MOTOCROSS	O.C.I.R.
FRI	OCT 22	MOTOCROSS	Corona
SUN	OCT 24	FT Triple Header ½ MI, ¼ MI, TT	Corona
THURS	OCT 28	MOTOCROSS	O.C.I.R.
FRI	OCT 29	MOTOCROSS	Corona

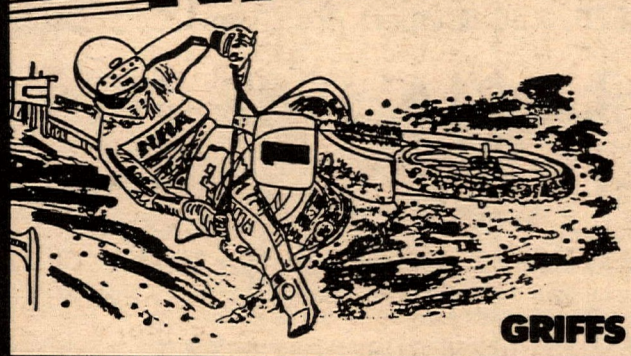
CRC RACE SCHEDULE
Oct. 17 — GRAND PRIX
Indian Dunes — San Diego Qualifier
Oct. 24 — MOTOCROSS
Carlsbad — San Diego Qualifier
Oct. 31 — MOTOCROSS
Saddleback — San Diego Qualifier
CRC Membership Required
(213) 830-7519

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
Next Race: Oct. 31
San Bernardino
Phone: (714) 689-6114

NMA PRESENTS THE 8th ANNUAL

82 FALL NATIONALS



SMITH ☆ Lunah RACING PRODUCTS ☆ CYCLE-AM ☆ GRIFFS ☆ BEL-RAY

INDIAN DUNES Oct. 31 | BARONA OAKS Nov. 6 | BLYTHE RACEWAY Nov. 14 | SADDLEBACK PARK Nov. 21

ALL EVENTS: GATES OPEN 6:30 a.m. PRACTICE 8:00 a.m. RACING BEGINS 9:30 a.m.

-PRO PAYBACK- NO MEMBERSHIP REQUIRED 50cc to 250cc

30% SUPER Trophies

NMA NATIONAL MOTOSPORT ASSOCIATION P. O. BOX 46, NORWALK, CA. 90650 (213) 868-8112 NMA

Need CASH? CYCLE NEWS want ads will work for you.

LIGHTWEIGHTS M.C. PRESENTS
SHORT TRACK AND SPEEDWAY RACING
PERRIS RACEWAY
SATURDAY, OCTOBER 23, 1982

All Class Riders — 80cc — 125cc — 250cc — 500cc
No Pit Pass Fee — Open — Sportsman — Vets — Speedway
All Riders Welcome — $10.00 1st Class ● $9.00 each additional Class

No Pit Pass Fee — Outlaw Racing — All Pros Welcome
Gates Open 4:00 ● Sign Ups 4:30 ● Practice 5:30 ● Racing 7:00
Outlaw Racing November 6 Rough Scrambles
250cc & Open-Money $15.00 — Class C Traction
Silencer Mandatory — 4 riders minimum for class

Riders with unlimited bikes	$5.00	6-12	$3.00
Spectators 13 and older	$5.00	Under 6	FREE

For Info (714) 771-3809. Ask For Jerry. November 6 not AMA Sanctioned

California Mini Motorcycle Club Presents
BARONA HALLOWEEN GRAND PRIX
SAT. OCT. 30

Barona, CA. 13 miles north of Lakeside on Wildcat Canyon Road.
30% Trophies — 100% Finisher Pins — Free Overnight Camping
Fees: Non-members $15 ● Members $10 ● CMMC membership not required
Gate: 6 yrs & under FREE ● 7-16 $1 ● 17 & over $3
Bike Size: Pee Wee, 60cc, 80cc, 125cc
Classes: Beg, Nov, Int, Expert
Age Limit: 21 yrs on 125cc, 16 yrs on 80cc
Gates Open 6:30 a.m.
Race At 9:00 a.m.
INFO: (714) 286-3095
(714) 443-1610

Special 2 Mile G.P. Track — Pee Wee's go 30 minutes, 60cc go 45 minutes, 80cc & 125cc go 60 minutes. All 125cc ride together in staggered starts. Same for 80cc & 60cc.

DIRT DIGGERS PRESENT
Second Annual
Kernville MOTOCROSS
Coming Nov. 7th

COLLECTOR'S ITEM
Original BSA Neon Sign
Call or Write
DEL AMO SUZUKI
19040 Hawthorne Blvd.
Torrance, CA 90503
(213) 542-7381

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

CMC CALIFORNIA MX
Race 1 of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Riders get free Vision drawing ticket with entry, spectators may purchase drawing tickets. Gate 7 a.m., race 8:30. Mail entry (includes gate fee) $15 Sptsmn, $25 Pro; deadline Oct. 25. Post entry: gate fee + $15 Sptsmn, $32 Pro. Info 714/245-7339, 246-6109.

SRA CALIFORNIA GP
SRA Black Cat GP. Indian Dunes Cycle Park, Valencia, CA. On Hwy 126, 2 mi. west of I-5. All classes. 20% troph., finisher pins. Vet-Sr & 0-80cc prac. & race in a.m. 81-Open prac. & race in p.m. Entry $12 mail, $15 post, non-memb. add $1. Info 714/828-1358.

AMA D-38 CALIFORNIA COSTUME CHASE
The Wild Wizard Costume Chase. Ancient dry lake, arrowed from Dunaway Rd, CA. All classes. Mugs for all finishers, Disneyland Trip Grand Prize goes to rider with best costume. Costumed riders leave start first! 90 miles, 2 loops. D-38 memb. not req'd. Proof of age or parent's notorized release req'd. No proof of class, ride expert. Sign up Oct. 30 6-8 p.m. or Oct. 31 at 7 a.m., rider's meeting 8:30, start 9. Entry $12. Tankslappers M.C. Info 714/423-7241.

AMA D-36 MARYSVILLE MX
"E" St. Bridge Track, Marysville, CA. Hwy 70 to N. Beale Rd (at south city limit), then go over levee on Shad Rd. All classes. Run rain or shine, pits sheltered by bridge. No riding the day before race. Parts in the Pits. Free camping. Gate 6:30 a.m., sign up 7, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child, under-6 free. Info 916/695-2727 (promoter), 695-2088 (D-36 Official).

NMA CALIFORNIA MX
NMA Fall National #1. Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

AFM CALIFORNIA ROAD RACE
4-hour Enduro Road Race. Sears Point Raceway, Hwys 37 & 121, Sonoma, CA. Superstreet 250-Open classes. 4 hours, approx. 120 laps for an approx. total of 300 miles. Last AFM North Season race. Gate 8 a.m., prac. 9, race 11. Info 707/938-8448.

R.A.C.E. CALIFORNIA GP
7th Annual Great Pumpkin GP. Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. All classes & team race. 100% finisher pins, 25 % troph., 100% Pro p.b., 1st place Nov gets $25 Racecrafters gift cert., sign up in advance to win Sunwest Cycles-Yamaha of Corona dealer support if you place 1, 2 or 3 (714/735-7721). 7 mi. course. Silencers & 3 no. plates req'd. Gate 6:30 a.m. Prac: 1-125cc 8; 250-500 8:25; Vet 8:50. Race: Pros 9:15; 0-100cc & Women 10:15; Vet 11:15; 125s 12:30; 250s 1:30; 500s 2:30; Teams 3:30. Mail entry $15, $10 ea. team (team entries must mail together). Post entry $22, $12 ea. team. Info 714/689-1913, 735-1705.

ARIZONA CANYON RACEWAY MX
GNC Grand National Qualifier! Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes incl. Y-Zinger, OT & 4-stroke. 100% Pro p.b., 33% troph. to all thru 5th place. Gate 6:30 a.m., prac. 8. Gate fees: $4 adult; $2 child-under-12; $5 bike (deducted from entry fee). Entry $10 Sptsmn, $14 Ex. Info 602/934-5027 (Bob), 583-0575 (Tom).

AMA OREGON GP
1st race of A & W VanPort GP Moto-fun Series. Mt. View Cycle Park, Sandy, OR. Hwy 126 to Sandy, follow signs to track. Special plaques for 125, 250, Open & 30+ classes to 33% or 8 places max. 1½ hrs of track & trail for ea. class. No prac. Gate 8 a.m., race: 125 Am-Ex 9:30; 250 Am-Ex 11:30; Open Am-Ex & 30+ 1:30 p.m. Entry $10 + gate. Action Oz. Info 503/620-5301, 472-2475.

AMA D-36 LODI ST & TT
Lodi Cycle Bowl, Lodi, CA. Hwy 99 to 8 Mile Rd exit, north on east frontage rd to 5801 Morse Rd. All D-36 classes. Class C trac. req'd. Gate 7:30 a.m., prac. 9, race ST 10. Entry $8 Sptsmn, $11 Ex/Semi Pro per event. Watch $4. Lodi M.C. Info 209/368-7182, 931-3722.

CALIFORNIA ARROYO MX
Arroyo Cycle Park, San Bernardino, CA. Hwy 15E 7 mi. north of San Bernardino to Palm Ave exit. All classes. Cash to Pros. Gate 7 a.m., prac. 8, race 9:30. Entry $10 Sptsmn, $15 Pro; no club memb. req'd. Info 714/689-6114.

CALIFORNIA SUPERBIKERS
Carlsbad Raceway, Carlsbad, CA. 3 grandstands. Free parking. Prac. all day Sat., $3 to watch. Sun. gate 9 a.m., prac. 10. Entry $10 adult, $5 child under-12. Info 714/661-4198.

GPRA OKLAHOMA ROAD RACE
Halloween Bash, AMA Amateur race. Hallet Motor Racing Circuit, Hallet, OK. Great Plains Roadracers Assoc., 4207 South Preoria, Tulsa, OK, 74105. Info 918/743-7759, 664-4131 (Hallet Motor Racing Circuit).

OKLAHOMA MOORELAND MX
On Hwy 50, 7.3 miles north of Mooreland, OK. All classes. 150% Expert p.b., nice troph. One mile track over natural terrain. Birth certificate req'd for all Mini riders. Gate 8 a.m., prac 9:30, race 11. Entry $6 Sptsmn, $20 Ex, $4 watch. Country Moto Cross, Inc. Info 405/994-2533, 944-9345 (trackside).

WASHINGTON YAKIMA MX
Yakima, WA. 18 mi. west of Yakima on Lower Ahtanum Rd. All classes. 33% 1st class troph., 100% Pro p.b., $500 in contingencies, door prizes for all. European-style course with in-ground sprinkler system & 25 individual starting gates. Gate 7 a.m., prac. 8, race 10. Entry $12 Sptsmn, $20 Pro. Trailhead Promotions. Info 509/248-9113.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

Nov. 2-6

S.C.O.R.E. BAJA 1000
Pernod/S.C.O.R.E. Baja 1000. Ensenada to La Paz, Mexico. S.C.O.R.E. International, 31356 Via Colinas, Suite 111, Westlake Village, CA, 91362. Info 213/889-9216.

November 5

CALIFORNIA SWAP MEET
National Orange Showgrounds, I-15E to Orange Show Rd exit, San Bernardino, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 and prime space $25, motorcyles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

Nov. 5-7

MOTORCYCLE DEALERNEWS MOTORCYCLE & ACCESSORY EXPO
Anaheim Convention Center, southern CA. The largest Motorcycle and Accessory Consumer Expo in the U.S. Over 100,000 sq. feet of exhibit space. Live bands, special demonstrations, drawings and season preview of '83 models. Open: Fri. 6-10 p.m.; Sat. noon-10 p.m.; Sun. noon-6 p.m. Entry $5, child-under-six free. Info 213/787-3497, 760-0169.

November 6

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 ENDURO
36th Annual Cowbell Enduro. Lake Pillsbury, CA. All classes. Finisher pins. Campground at lake. 100 mi. course. Pre-entry $16, post $20, 3-man team $3 extra. Send SASE for entry form to: Hayward Motorcycle Club, c/o Walt Peterson, 729 Garin Ave, Hayward, CA, 94544. Info 415/489-8437 (Walt), 651-6413 (Dick).

AMA SUPERCROSS FINAL
Wrangler Supercross Series, Round 12, Miller High Life Supercross Final. Jack Murphy Stadium, San Diego, CA. For the first time, the track will go up into the stands, across the concorse under the scoreboard and catapult back down onto the field. Stadium Motorsports. Info 714/494-9484.

NMA CALIFORNIA MX
NMA Fall National #2. Barona Oaks Raceway, Poway, CA. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

CALIFORNIA ST
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, to Hills Ferry Rd & River Rd. All classes incl. Minis & Semi Pro. 75% Semi Pro p.b. Hills Ferry Speedway season finale. Rain date Nov. 13. Gate 3 p.m., prac. 4. Entry $10. Watch $4 adult, $1 child. Info 408/463-0548, 209/862-3453.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Nov. 6-7

AMA TEXAS DRAGS
Houston, TX. Part of AMA National and Regional Championship. Info 315/735-1661.

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Ridng all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

ARRA CALIFORNIA RR
Willow Springs Raceway, CA. American Road Racing Association, 220 West Carrillo St., #3, Santa Barbara, CA, 93101. Info 805/966-5700.

November 7

ADRA ARIZONA DESERT RACE
8th Annual Vulture Mine 100. The Arizona Desert Racing Association, 1408 E. Granada Rd., Phoenix, AZ, 85006. Info 602/252-1900.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

AMA D-37 ENDURO
Bad Mountain enduro. Gorman, CA. All classes. 1st loop laid out with C rider in mind. Loop 2 is all new course in Hungry Valley. Entry: $17 C; $19 B; add $4 for post-entry; add $1 for 3-man team. Drawing Oct. 12. Mail SASE for entry form to Checkpoint Motorcycle Club, c/o Garner Palenske, 1649 "C" Via Mirada, Fullerton, CA, 92633. Info 213/943-6357 (Bob), 843-8478 (Ron), 691-4186 (Grant).

CMC CALIFORNIA MX
Race 2 of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Riders get free Vision drawing ticket with entry, spectators may buy drawing tickets. Gate 7 a.m., race 8:30. Mail entry (incl. gate fee) $15 Sptsmn, $25 Pro; deadline Oct. 25. Post entry: gate fee + $15 Sptsmn, $32 Pro. Info 714/245-7339, 246-6109.

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

CRC AMATEUR SUPERCROSS
Jack Murphy Stadium, San Diego, CA. All classes. 3 foot Sptsmn troph., $1,500 Pro purse. Ride the same course the Pros did Nov. 6. Limited entry, must qualify (one race does it). California Racing Club. Info 213/830-7519.

AMA D-36 HARE SCRAMBLES
Wilseyville Hare Scrambles. Schaad's Resort, Wilseyville CA. Limed from Jackson & Mokelumne Hill. All classes. Stickers, special finisher pins. Approx. 12 mi. of hills, water crossings & wide trails through the pines. Souvenir T-shirts & hats on sale at event. Am-Ex sign up 7-9 a.m., race 9-10:30. Vet-OT sign up 9-11, race 11-12:30. Nov sign up 11-1 p.m., race 1-2:30. Mail entry $18, post $23. Blue Mountain Timber Wolves M.C. Info 209/267-0011.

AMA D-36 MOTO—ONE MX
Redding, CA. Hwy 44 east to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes. Troph. & 100% Pro p.b. O/N parking, breakfast & lunch avail. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Moto-One, Inc. Info 916/223-5600, 221-3118.

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All classes. 30% troph. New Stadium MX track! Filmed for TV. Triple AME points. 1983 memb. avail. Gate 7 a.m., prac. 8, race 9. Entry: Sptsmn $15 mail, $20 post, $40 special for 10/24, 11/7 & 11/14; Pro $20 mail, $35 post; AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-36 ARGYLL MX
Argyll MX park, on Hwy 113, 11 mi. south of Dixon, CA. All D-36 classes + Seniors (25-30) & Dinosaur. 100% Semi Pro p.b., bonus troph. New rebuilt track. Parts in the Pits. No pit riding, dogs or bicycles. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Semi Pro. Boss MX. Info 209/529-0923.

CALIFORNIA SWAP MEET & BIKE SHOW
Santa Cruz County Fairgrounds, Watsonville, CA. Swap meet— Live band. Food & drinks. No guns or pets allowed. Booth sales close 10 days before event. Gate 8 a.m. sellers, 11 a.m. public. Close 4:30 p.m. General admission $3.50. 10 x 10 booth space $20, double $35. Bike show— Super Modified, Mod. & Stock classes. 3 troph./class. Bikes must be ridden in. Gate 9 a.m. Entry $5 plus swap meet fee. Modified Motorcycle Association, Special Events Division, P.O. Box 1576, Pacifica, CA, 94044. Info 408/728-1847, 724-6298.

AMA OREGON GP
2nd race of A & W VanPort GP Moto-fun Series. Washougal MX Park, Washougal, WA. I-5 to Hwy 14 E to Washougal, follow signs to track. Special plaques for 125, 250, Open & 30+ classes to 33% or 8 places max. 1½ hrs of track & trail for ea. class. No prac. Gate 8 a.m., race: 125 Am-Ex 9:30; 250 Am-Ex 11:30; Open Am-Ex & 30+ 1:30 p.m. Entry $10 + gate. Action Oz. Info 503/620-5301, 472-2475.

UTAH DESERT TEAM RACE
Paul Holt Memorial Desert Team race. Knolls, UT. A, B, C & D teams. Any 2 people on any two bikes. A-team Pro purse $2,600, $1,000 to 1st place. $100 from Pepsi Cola to fastest speed clocked on radar across the flats. 3 35-mile loops, D-team Sptsmn go 2. Bees M.C. Info 801/561-1453.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

November 13

CANYON RACEWAY NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% troph., 100% Pro p.b. Gate opens 4:30 p.m., prac. 6, race after prac. Watch $4, child under 12 $2, bike fee at gate $5 (deducted at sign up. Entry $10, Ex. $14. Info 602/934-5027 Bob Dean, 583-0575 Tom Timmons.

November 14

NEBRASKA SHORT TRACK
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Banked 1/8 mile track. Race 1 p.m. Moto Sports Park. Info 402/556-1306, 391-0149 (race days).

CRC CALIFORNIA ENDURO
Iron Horse Family Enduro. Red Mountain, CA. All classes. 20% troph., super finisher pins. 3 loops, approx. 35 mi. C-16 yrs, Minis & Women B go 1 loop; Women A & C go 2; all others go 3. 8 a.m. start. Mail entry $18, post $21, non-memb. add $4. California Racing Club. Info 714/689-6114.

CRC CALIFORNIA GP
Golden Bear GP. Arroyo, CA. California Racing Club. Info 714/ 689-6114.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

WASHINGTON YAKIMA MX
Yakima, WA. 18 mi. west of Yakima on Lower Ahtanum Rd. All classes. 33% 1st class troph., 100% Pro p.b., $500 in contingencies, door prizes for all. European-style course with in-ground sprinkler system & 25 individual starting gates. Gate 7 a.m., prac. 8, race 10. Entry $12 Sptsmn, $20 Pro. Trailhead Promotions. Info 509/ 248-9113.

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All classes. 3-ft 1st place troph., 30% troph., $3,000 Pro purse, prizes, awards & drawings. New Stadium MX track! 1983 memb. avail. Gate 7 a.m., prac. 8, race 9. Entry: Sptsmn $15 mail, $20 post, $40 special for 10/24, 11/7 & 11/14; Pro $25 mail, $35 post; AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-36 MARYSVILLE MX
"E" St. Bridge Track, Marysville, CA. Hwy 70 to N. Beale (at south city limit), then go over le[illegible]n Shad Rd. All classes. Run rain [illegible]line, pits sheltered by bridge. No r[illegible]ng the day before race. Parts in the Pits. Free camping. Gate 6:30 a.m., sign up 7, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child, under-6 free. Info 916/695-2727 (promoter), 695-2088 (D-36 Official).

AFM ROAD RACE
Willow Springs Raceway, Rosamond, CA. Hwy 5 N to Hwy 14 N to Rosamond Edwards Air Force Base exit, left 5 mi. to track. Stk Prod., Mod. Prod., Superst., & GP. Troph. to all classes. Free program, pit pass & parking. Gate 7 a.m., prac. 9, race 12:30. First entry $30, $15 ea. extra. Watch $5, under-12 free. Info 213/ 926-2583.

CALIFORNIA SWAP MEET & BIKE SHOW
Ventura Fairgrounds, Ventura, CA. Live band. Food & drinks. No guns or pets allowed. Booth sales close 10 days before event. Gate 8 a.m. sellers, 11 a.m. public. Close 4:30 p.m. General admission $3.50. 10 x 10 booth space $20, double $35. Modified Motorcycle Association, Special Events Division, P.O. Box 1576, Pacifica, CA, 94044. Info 408/728-1847, 724-6298.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. 2 water trucks. Gate 6 a.m., prac. 8:15, race 9. Entry $15, watch $5. Info 415/634-3328, 798-5695 (Tom).

AMA OREGON GP
Last race of A & W VanPort GP Moto-fun Series. Delta Park, Portland International Raceway, Portland, OR. Near I-5. Special mirror plaques for 100, 125, 250, Open & 30+ classes to 33% or 8 places max. 1½ hrs of track & trail for ea. class. No prac. Gate 8 a.m., race: 125 Am-Ex 9:30; 250 Am-Ex 11:30; Open Am-Ex & 30+ 1:30 p.m. Entry $10 + gate. Action Oz. Info 503/620-5301, 472-2475.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classses. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

NMA CALIFORNIA MX
NMA Fall National #3. Blythe Raceway, Blythe, CA. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex., D-37 pts. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

Nov. 19-21

CALIFORNIA CYCLE SHOW
R.G. Canning's Custom Car, Cycle & Hot Rod Show. Long Beach Arena Complex, Long Beach, CA. Info 213/ 588-1934, 587-5100 (x30).

November 20

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AFM

SUNDAY, OCT. 24th 1982
AT WILLOW SPRINGS RACEWAY
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AT WILLOW SPRINGS RACEWAY
GO NORTH ON ROSEMOND AVE. OFF OF THE #14 FREEWAY, JUST 35 MINS. NORTH OF L.A.
GATES OPEN AT 7:00 a.m. ● SIGN-IN & TECH OPEN AT 7:15 a.m.
1st PRACTICE AT 9:00 a.m. ● 1st RACE AT 11:30 a.m.

FOR INFO CALL A.F.M./L.A. (213) 926-2583

Swapmeet
October 22
Orange County Fairgrounds

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INDIAN DUNES
Nov. 21
SPROCKETS PARK
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Hallett Motor Racing Circuit — Hallett, Oklahoma
Sunday, October 31, 1982

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AMA
hallett

for information, contact:
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4207 South Peoria
Tulsa, Oklahoma 74105
(918) 743-7759
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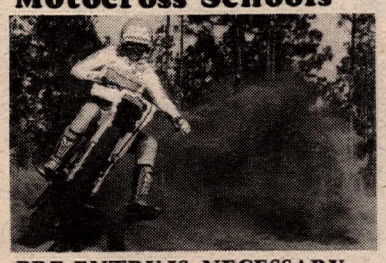
Hallett Motor Racing Circuit
(918) 664-4131

Gary Bailey Motocross Schools



Brentwood, CA
October 15
Sand Hill Ranch
Tom Anderson
415/634-3328

Conroe, TX
November 11 & 12
Conroe MX Park
Jack Beil
713/273-2336

Las Vegas, NV
October 30 & 31
Mark Hitechew
702/648-3139

Contact Gary at CMC events for private or small group schools.

PRE-ENTRY IS NECESSARY - DON'T BE LEFT OUT!!!

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ROCKY
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PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Nov. 20-21

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Ridng all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

November 21

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

ITA CALIFORNIA TRIALS
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Info 714/558-1584.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

CMC CALIFORNIA MX
Final race of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Riders get Vision drawing ticket with entry, spectators can buy drawing tickets. CMC double pts. Gate 7 a.m., race 8:30. Mail entry (incl. gate fee) $15 Sptsmn, $25 Pro; deadline Oct. 25. Post entry: gate fee + $15 Sptsmn, $32 Pro. Info 714/245-7339, 246-6109.

AMA D-36 DEMELLO MX
Prairie City ORV Park, Sacramento, CA. Hwy 50 east from Sacramento, south on Prairie City Rd, right on White Rock Rd, 1 mi. to track entrance on left. All classes. 100% Pro p.b., extra big troph., free T-shirts to winners. D-36 rules. AMA & D-36 memb. req'd (avail at track). Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pros. Watch $5, under-12 $1. DeMello MX. Info 916/988-2208 (Vasco DeMello).

NMA CALIFORNIA MX
NMA Fall National #4. Saddleback Park, Orange, CA. Frwy 55 to Chapman Ave exit, east 7 mi. to Santiago Canyon Rd, right to County fire station, left on road past fire station. 50-250cc classes. 30% troph., Pro p.b, Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

Road Runs

October 30

ROSAMOND SUZUKI ROAD RUN
Benefit for School Sports Program. Rosamond, CA. On Antelope Valley Frwy (14), 11 mi. north of Lancaster, 13 mi. south of Mojave. 50/50 drawing, prizes ea. check point. Starter patch & pin. Sponsored by Rosamond Sports Boosters & Coors. Start 6-10 a.m., Rosamond Suzuki, 2665 Diamond St., Rosamond CA. Entry $10 tax-deductable donation. Info 805/256-2679, 2045, 4266.

November 7

CALIFORNIA BRITISH ROAD RUN
Hansen Dam Park, off Frwy 210, near Pacoima, CA. If you wish to exhibit in Antique British Motorcycle display, contact Pat in advance. 75 mi. scenic desert & mountain course. Free soda & hotdogs at finish. Pins for all entrants. Start 9:30 a.m., finish 3 p.m. (approx.). No entry fee. Info 213/747-0800 (Pat, x212), 714/996-8200 (Gary).

November 14

SOUTHERN CALIFORNIA TURKEY RUN
Second Annual GWRRA Turkey Run. San Bernardino, CA. Troph. for concurrent bike show, pins, $7500 worth of door prizes; grand prize Honda ATC185. Secret route for 125 mi. Free coffee & donuts at sign up, Harrison Reno Honda, 208 E. Baseline, San Bernardino, CA. Sign up 8-10 a.m. Info 714/883-6653 (Les).

CALENDAR LISTING

FREE

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

California MX State Championship Marysville, CA Oct. 9-10, 1982 By Charles Schafer

125 EX
Tim Aston
Mike Johnson
Jim Cressa
Willie Miller
Rick Woodson
125 JR
Keith Fox
Andy Tresser
Steve Nauman
Rodney Phelps
Raymond Freitas
125 NOV
Tom Macklin
Marty Cooper
Scott Cummings
Sean Conley
Darin Vanderpool
125 BEG
Phillip Saldivar
Kelly Andris
John Willard
Bruce Parr
Dave Anderson
250 EX
Scott Rebuck
Doug McRae
Pat Weber
Brian Jodry
Dave Wood
250 JR
Howard Ross
Robert Day
Mike Stirling
LaMont Fross
Kevin Green
250 NOV
Al Rolls
Glen Sabol
Melvin Bauman
Shawn Freiling
Ron La Pointe
250 BEG
Brad Hetherington
Greg Hydorn
Steve Dean
Roy Thompson
Wayne Stagnaro
OPEN EX
Allen Berluti
Dave Coupe'
Duane Joice
Mark White
Kevin Brown
OPEN JR
Richard Boe
Ron Naylor
Robert Stone
Steve Machado
Chester Martinmaas
OPEN NOV
Dave Behnke
Terry Luker
Russ Boehm
Tom McBride
Thomas Morris
OPEN BEG
Eric Kermond
Keith Whitlock
Steve Nunez
Scott Murphy
Pete Fegley
85 EX
Tyson Vohland
Frankie Brundage
Don Church
Randy Kay
Ernie Cervantes
85 JR
John Hicks
Nicky Pounds
Eric Sandstrom
Scott McElroy
Terry Szucsko
85 NOV
Terry Bostard
Lance Homer
Jeff Capt
Byron Rifenburg
Rob Goucher
85 BEG
Steve Saling
Darin Slack
Dennis Kershner
Billy White
David Slack

1982 MX Season Final Standings for Washougal, Mulkey and Mt. View Cycle Parks Portland, OR By Brian Barnes

125 PRO	
Robby Watilo	Yam
Mike McCormick	Suz
Larry Hofenbredl	Suz
David Hettinga	Yam
Tim Michlitsch	Kaw
250 PRO	
Robby Watilo	Yam
Tim Michlitsch	Kaw
Jerry Wilson	Suz
David Hettinga	Yam
Rick Bozarth	Hus
OPEN PRO	
Lyle Shoppert	Mai
Ben Grable	Yam
OTH EX	
Mike Perry	
Bill Ormsby	
James Gladish	
OTH INT	
Rusty Garrison	
Gary Backstorm	
Jeff Yaw	
OTH NOV	
Eric Reuther	
Dana Ragnone	
Randy Williams	
OT EX	
Gary Bonds	
Jim Newman	
Larry Sauce	
OT AM	
Bill Tester	
Nate House	
Jerry Hersche	
OT NOV	
Richard Abrams	
Dave Scott	
Al Hinkley	
250 INT	
Jerry Ebert	
Rick Wylder	
Mark Emry	
250 JR	
Mark Snover	
Jon Nichols	
Ron Kent	
OPEN INT	
Mark Spooner	
Mike Reick	
Ric Fandrey	
MINI EX	
Corey Whitaker	
MINI INT	
Mark Baumgardner	
Randell Klettke	
Jeff Daily	
Grant Bergstrom	
MINI JR	
Troy Stewart	
Jim Larson	
Ed Portz	
PEE WEE EX	
Grant Bergstrom	
Travis Whitaker	
Jeff Daily	
Richie Abrams	
PEE WEE JR	
Chad Kishpaugh	
Chris Cates	
WEE PEE WEE	
Brad Brooks	
Bobby Leach	
Jordan Osborn	
100 EX	
Roger Sherill	
100 INT	
Jeff Miles	
100 JR	
Craig Clark	
125 EX	
Mike Klettke	
250 EX	
Shawn Meyers	
OPEN EX	
Mark Envalson	
125 INT	
Bill Kent	
Doug Eichner	
Mike Klettke	
Mike Hauskins	
Jim Sawtell	
125 JR	
Glenn Hunter	
Bret Gilkson	
Bill Ormsby	
OPEN JR	
Dale Sahleen	
Ron Meyers	
Carl Burkhart	
David Winters	
WOMEN EX	
Kim Douglas	
Mercedes Gonzales	
Jeanie Morgan	
Pam MacDonald	
Maria Gonzales	
WOMEN JR	
Jenni Miles	
Natalie Stuebner	
Pam Wahl	
Dawn Piazza	
Jeri McClinton	
WOMEN NOV	
Dawnita Farris	
Patti Quinn	
Bonnie Collins	
Renee' Leveque	
Ida Thompson	
WOMEN BEG	
Julie Poty	
Lizz Taylor	
Caron Thompson	
Evon Lenerd	
VET EX	
Charlie Smart	
Steve Ferroni	
Scott Davis	
Jerry DeKay	
Terry Sage	
VET JR	
James Richardson	
Randy Hansen	
Damond Lee	
Bob Rivenbark	
Kevin Moore	
VET NOV	
Jean Joly	
Bill Virga	
Marty Begell	
Norm Morris	
John Winters	
60	
Jimmy Clay	
Todd Hicks	
Don Piantanido	
Jeannie Pruitt	
Philippe Agostini	
OT EX	
Dick Mann	
Jim Saitone	
Joe Hathaway	
Curt McMahon	
Carl Bowling	
OT JR	
Bob Collins	
Gary Lane	
Mel Hendrix	
Rich Bettencourt	
Stan Miles	
OT NOV	
Jerry Griswold	
Jim Rapini	
Erv Rifenburg	
LeRoy Francard	
Dick Milani	
NORTH/SOUTH CHALLENGE	
South	18
North	96

AMA D-37 Desert Senior Point Standings as of Oct. 14, 1982 By Ron Hubbard

HEAVYWEIGHT	
Gary B. Charters Sr.	3600
Ron Surber	2865
Ronald Heatherington	2280
Warren B. Cooper	2225
Danny S. Drew	1995
Norm Stuart	1975
Lee Elias	1850
Virgil French	1680
Robert Webb	1580
Robert H. Morris	1490
LIGHTWEIGHT	
Dick Postma	3340
Charlie Goodban	3290
Alfred Guzman	3180
Lonas Kralik	1620
Wendell Rapp	1580
Wayne Goodman	1560
James "Duke" Harris	1470
Ed Farrell	1440
James R. Sers	1440
Tony Blackstock	1050
LIGHTWEIGHT 2	
Lous Monterone	3710
Richard K. Hansing	2220
Tom Webb	2120
Willie Eveland	2060
Dow D. "Bud" Gowing	1280
Mel Teney	1110
David W. Kersting	970
George Purser	770
Jack D. Overholt	610
Walt Bachr	570
CLUBS	
Desert M.C.	13235
100's M.C.	8340
Rovers M.C.	8050
Badgers M.C.	7855
Invaders M.C.	7615
Four Aces M.C.	6865
Shamrock M.C.	6335
So. Cal. M.C.	4625
Desert Vipers M.C.	3915
Charters Race Team	3760

TROPHY PICKUP

Trophies from the Prairie Dogs race on Aug. 15, may be picked up at the Dist. meet on Oct. 7 and at the 100's race on Oct. 24. After that you may contact Phil Gorgone at (213) 333-8435. (38/40)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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2. 65cc 7-11 yrs. Stock
3. 65cc 7-11 yrs. Modified
4. 85cc 7-11 yrs. Stock
5. 85cc 7-11 yrs. Modified
6. 85cc 12-15 yrs. Stock
7. 85cc 12-15 yrs. Modified

Amateur Classes:
8. 100cc 12-18 yrs.
9. 125cc 12-18 yrs.
10. 250cc 12-18 yrs.

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65cc 7-11
85cc 7-11
85cc 12-15
100/125/250 Amateur

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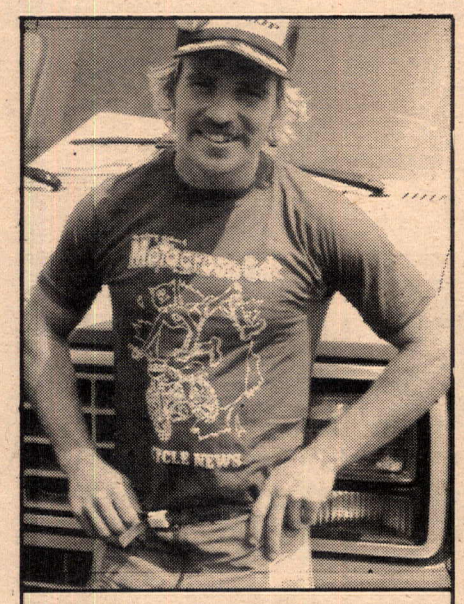

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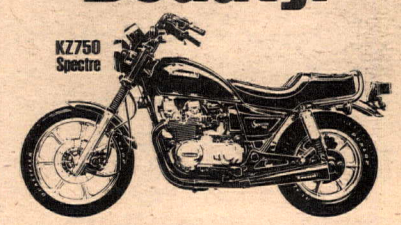

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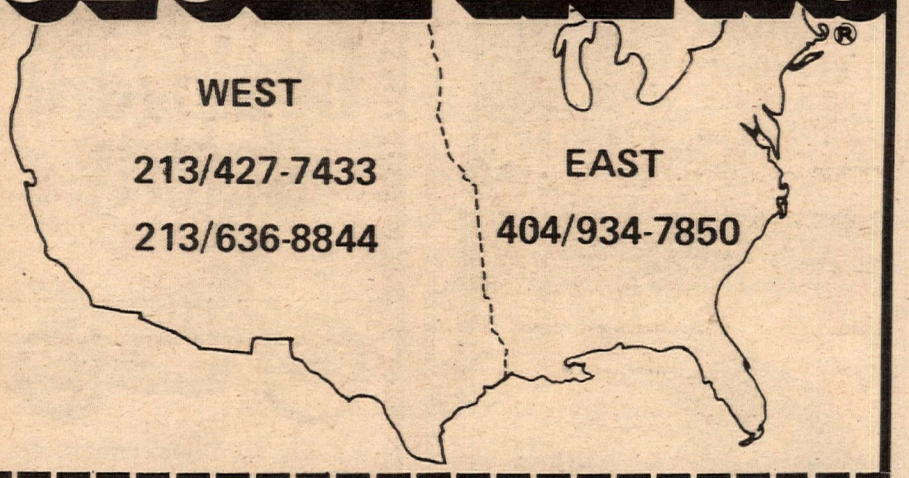

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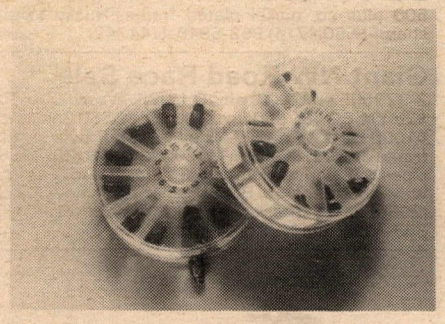

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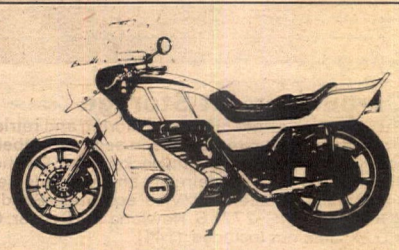
2 TZ250E's $2000 ea. Original Wasco XR500 $2500 OBO. '81 550 Seca $1500. RD350 Cafe bike $1000 OBO. WM4 EPM mag $225. TZ twin shock frame $200 OBO. G cyl. $200. F cyl. $125. TZ, E pipes $75 per set. Extra wide TZ seat $75. Fairing w/windscreen $50. Plus lots more. Call now. Days (206) 226-2928 ask for Paul or Dale, eves. (206) 353-8994, Steve. (141)



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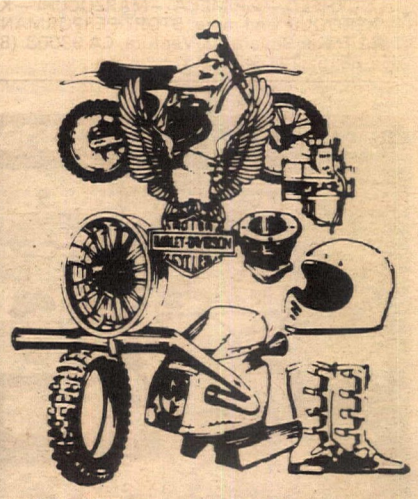

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'82 Kawasaki GPz1100
Super clean, only 2,000 miles, still under warranty, $3700. (417) 334-7086 or 334-1894. (341/44)

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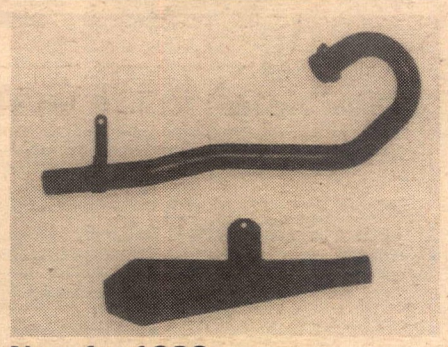
Our entire motorcycle inventory is being sacrificed in a one time, 32 hr. sale beginning at 9 a.m. Oct. 30th until 5 p.m. Oct.31st. Thousands of new, used, obsolete, antique parts for Triumph, BSA, Norton, Ariel, Suzuki, Hodaka, Bridgestone, Moto Guzzi plus partially disassembled motorcycles, frames, engines, wheels plus more! Parts from 1946 and up. Many below cost. Everyone welcome, everything priced to sell! Don't miss it! Open all night. HOUSE OF SUZUKI & TRIUMPH, 9282 Bolsa, Westminster, CA, (714) 531-8540. (241/42)



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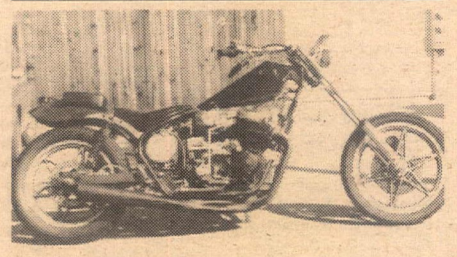

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900cc, pure power. Too much equipment to list. Needs new cam and cam towers. $3000 or best. For details call (602) 882-8973 ask for Mike. (141)

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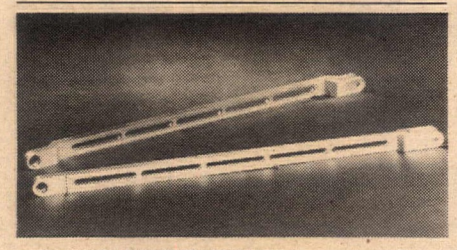

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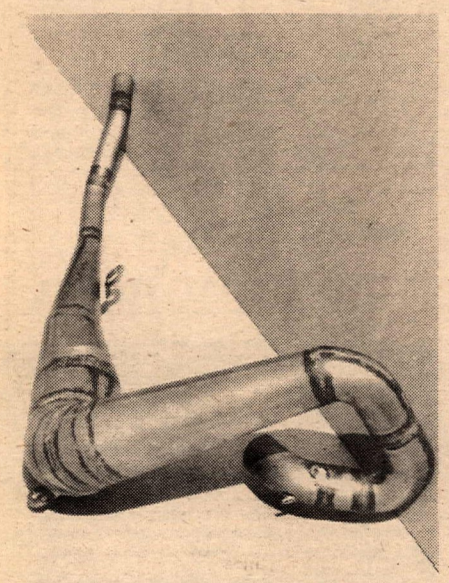

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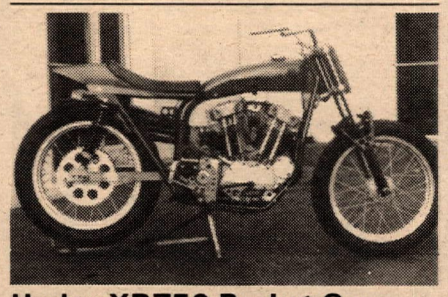

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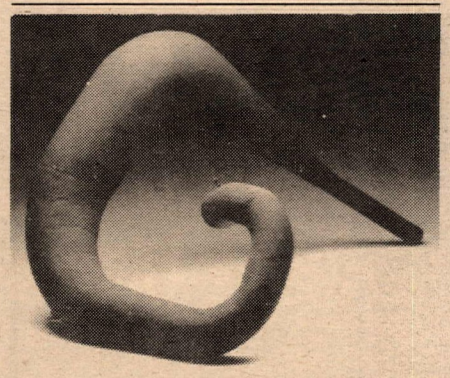

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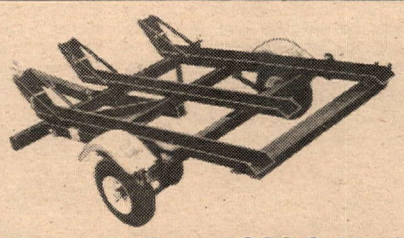
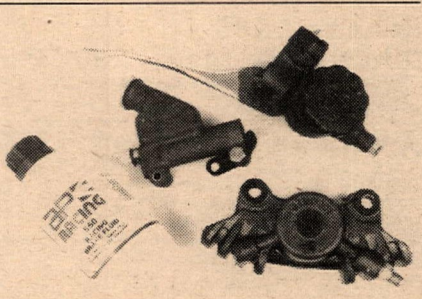


★ Cycle Trailer...$299 & Up ★
1, 2, 3 & 4 Rail Major Brands! 4 & 5 rail custom. Small or large wheels. Also vehicle & utility trailers & hitches installed, M.S.C. (213) 767-1757. (205/EOI/TFN)

Suzuki GS11 Clutch Hub
Modified engines need our heavy-duty clutch hub with steel backing plate, steel rivets and heavy-duty springs. For more info call ENGINE DYNAMICS, (707) 763-7519. (237/40/EOI)



LOCKHEED
The finest brake products at any price. Components and Yamaha TZ systems. Write or phone for our full line Lockheed product list. BROOKS-SCHAFER RACING, P.O. Box 411, Los Olivos, CA 93411. (805) 688-6763. (237/TFN/EOI)

'82 YZ125 FRESH, lots of titanium, pipe, extras. Fast, very reliable. (714) 541-6922. (141/42)

'82 Seca 750 Yam '81 450SX Suz
Seca is silver w/Sport fairing, low bars, K&N, Sport Elites, fork brace, and more. $2500. Suzuki is black w/stock ¼ fairing, K&N's, low bars. $1500. Both excellent condition. Will consider delivery. (702) 827-5415. (141/42)

'79 450 MAICO, WHEELSMITH fork kit, 17¾ Fox Airshox, otherwise stock, $475. (714) 776-8636. (141)

Checkpoint Enduro Clock
Used, but half the new price, $60. Jim Bowman (213) 433-4645. (541/44)

'82 Honda CR480R, Yamaha YZ125J
Both bikes in excellent condition. White Bros. shocks, Boyesen's, Pirelli's, Metzeler's and more. Must sell! Honda $1395. Yamaha $895 OBO. (213) 670-8075. (141/42)

1981 RM-465
Aluminum struts, Answer bars, M23 front tire, excellent condition, $999. Must sell. Call (213) 469-8731 or 464-7137. (141/42)

FOR SALE: SUZUKI 125cc Rover. 1973, good condition, original, choice for collectors. (714) 787-8388. (141)

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Paid $1200, brand new, ridden only 4 times. (714) 622-2516. (341/42)

MOTORCYCLE TRAILER, 3-rail, factory built, great condition, 14" wheels, $260 OBO. (213) 338-3802. (141)

FOUND AT CHECK CHASE finish, spare wheel. Identify and pay ad. (213) 944-8185. (141/42)

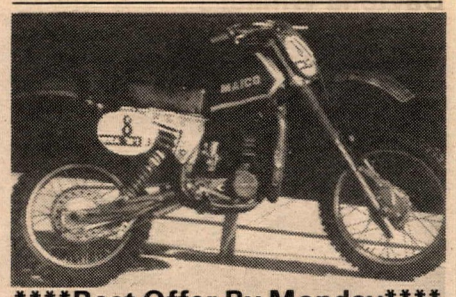
1976 Kawasaki KZ900
Good condition, very dependable, new brakes, $1100. Evenings (714) 638-7527. (140/41)

Two 1982 125KX Kawasaki's
Excellent condition, $800 each. Also 1982 250YZ Yamaha, excellent condition, $1200. (714) 825-6579. (140/41)

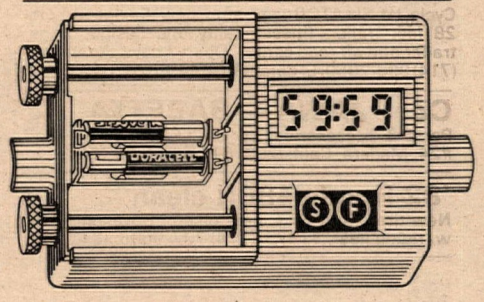
HONDA XR75 EXCELLENT CONDITION, seldom ridden, $450. After 5 p.m. (714) 731-1388. (140/41)

'79 YAMAHA TT 500, xlnt. condition, extras, $800. (213) 897-0106 after 4:00 p.m. (141)

'82 430 Husky
In excellent condition, play ridden only, $1795. After 5 (714) 347-2664. (341/42)



****Best Offer By Monday****
takes this 1980 Maico 250. Low mileage, Works Performance shocks, FAST!!! (213) 374-0015 days; (213) 372-8145 eves. (341)

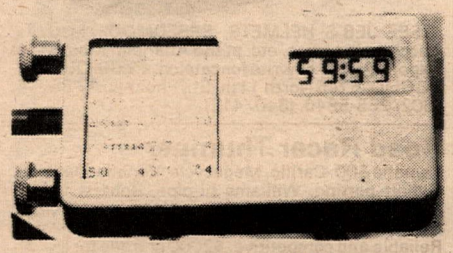


THE COMBO $119.95, clock only $109.95. Colored Roll Chart Holders $19.95. Shipping included. COUNT DOWN, 22102 Covello, Canoga Park, CA 91303. (213) 348-8381. (235/TFN/E)

TRIALS: '73 247 MONTESA, totally rebuilt engine, full cover alum. skidplate, free box of Champion plugs included. $500 OBO. (714) 892-6386 after 5 p.m. (341)

1980 HUSKY 420 CR, Up-Tight built, desert tank, many extras w/custom trailer. $6000 invested, sacrifice for $3200. Must see. (213) 990-4611. (141)

Speedway Bike
4-valve Maley, fresh motor, best of everything. Excellent condition, $2000. Call Randy Lamirande (303) 978-0193. (341/43)



ENDURO TIMER/COMBO $99.95. Timer only $89. Send $2.00 for 1982 catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (240/TFN)

1980 450 Maico & Honda XL250
Excellent condition, ridden very little in desert, Lectron carb, xtras, $1050. XL250, 1973, excellent, street, $445. (213) 837-3245. (340/41)

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Scotts mono, safety Ceet, ported barrel, have not ridden since Feb. New condition, asking $1100. (213) 286-4118. (140/41)

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We will beat any cycle Stores price on ANY accessory. Check us before you buy. BC CYCLE SUPPLY (714) 891-5286. (240/TFN)

Motocross 83, A Calendar
Features great photos of your favorite riders, photographed in Atlanta, Daytona, Southwick and Unadilla. MOTOCROSS 83 is a must for every motocross fan. Send $4 plus $1 postage to Paul Buckley, 56 Franklin St., Peabody, MA 01960. (137/38E)

'80 Harley/'81 Maico
Sportster, lots of extras, rarely ridden, $3200. 250 Maico, raced few times, beginner class, well kept, $1100. Days (213) 232-8161 Ext. 320, eves. (213) 928-7819. (140/41)

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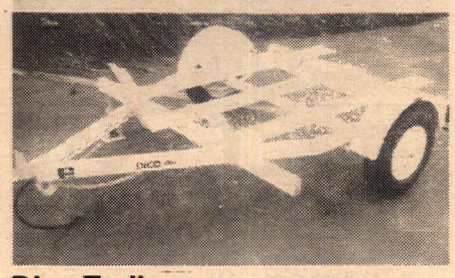
Rich Schlachter's Yamaha 250J now available. Latest GP mods, spare engine, 2 fairings, many other spares. (914) 763-3566. (140/42E)



Dico Trailers
Cycle Jet-Ski ATC Buggy. auto, new! Enclosed 12 to 28 foot trailer, finest quality and design. Huge trailer and off road center. Open 7 days, Anaheim. (714) 956-2950. El Cajon (714) 449-8282. (223/26)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

'82 Honda 480R clean
New tires, Sun rims, new piston, Boyesen reeds, w/riding gear, $1375. (714) 737-9696. (340/41)

SEE JEB'S HELMETS, SPEEDMODE leathers, Lucchinelli gloves, etc. at the Anaheim Motorcycle Expo, Nov. 5-7 or write for catalog, $1.00. QUADRI-FOGLIO, 5745 North 11th. St., Phoenix, AZ 85014. (602) 265-5846. (340/41E)

Road Racer Thumper
Yamaha 500: Carillo, Megacycle, Venolia, Dellorto, Gilbert porting, Williams hi-pipe, Roberts frame, 13" Kosman floating disc w/Grimeca, Brembo rear, WM 3&4, etc. Does 1:55 laps at Sears Point. Reliable and competitive. $2000 or trade for Ducati twin. Michael (415) 664-1353. (140/41)

1981 KTM 250
MX/Enduro, Ceet, VDO, excellent condition, $950. 8-5 (714) 527-6520, ask for Bill. (140/41)

1980 KAWASAKI KZ 750. Only 15,000 miles. Excellent engine, 50 miles per gallon, rack, cruise control, $1500. Call mornings (714) 646-0641. Costa Mesa. (340/41)

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Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 861-7721. (212/TFN)

200 HP Schenck Dyno, New
Self contained chassis type unit. Roll bike on, lock it up, run it up, 2 minute set up. Eddy current back E.M.F. power brake absorption, no water needed, only hooks ups needed, 220v. 10 amp line & air feed. $12,000. J. Nassh, 52 Saw Mill Road, West Haven, CT 06516. Phone (203) 934-4016, 9-6 Eastern time only. (140/41E)

'82 YZ490J Yamaha
Sun rims, Meryl's spokes, Metzeler tires. Very clean, low hours. Injury forces sale, $1300 OBO. (213) 377-8139. (335/42)

Lawson Replica #471
$3865, 3.7 miles, selling as used. Washington Dealers sell for less! (206) 577-8338. (240/41)

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Start an exciting career as a: MOTORCYCLE MECHANIC. THE CALIFORNIA SCHOOL OF THE PROFESSIONALS. Residence or Home study. If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional... CALL TOLL FREE 1-(800) 423-4678.... Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (202/TFN)

Maico, Montesa Parts Sales, Service
Daily UPS, motocross accessories, Ohlins, boring, crank rebuilding, all makes. THE GREAT ESCAPE, 4454 Bull Valley, McHenry, IL 60050. (815) 385-8110. (104/TFNE)

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Tricked out, '82 kit, asking $300. 8-5 (714) 527-6520, ask for Bill. (140/41)

1979 YZ125 Yamaha $650
Must sell. 8-5 (714) 527-6520, ask for Bill. (140/41)

Yamaha Street bike Owners
Factory trained mechanic will tune and service your bike right. Specializing in Virago's/Seca's. (714) 821-7616. (340/41)

Rifle Dealers Wanted
Our lightweight, wind cheating, easy mounting Rifle fairing fits all the new hard to fit bikes, like Sabre, Vision, Seca etc. $186. retail. Contact Brenda at RIFLE, 767 Francis, San Luis Obispo, CA 93401. (805) 544-0414. (223/38)

WANTED: 14.5 INCH KONI shocks — aluminum body preferred. (213) 833-1112, Mark. (140/41)

★ KTM ★ KTM ★ KTM ★
SALES — SERVICE — PARTS — MAIL ORDER SERVICE! Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (29/TFN)

Yamaha 1100 Fuel Dragster
Laydown chassis funnybike, 90 inch W.B. Mitchell wheels, Kosman brakes, Crowerglide clutch, Aviad oil pump, N_2O system. Spare engine, rear wheel, lots of parts, gaskets, etc. Needs trans and injectors. $11,000 invested, must sell! Asking $5,000 or best offer. Pat Miller (713) 680-9778. (339/42E)

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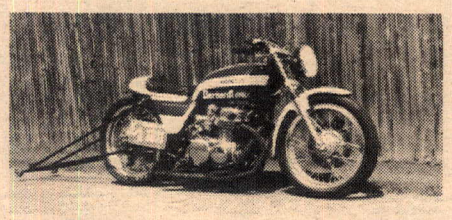
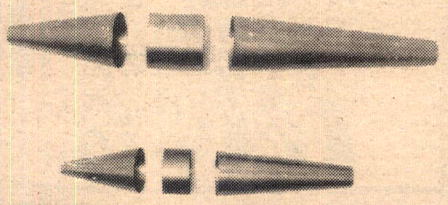
Excellent condition, $600. Jeff (714) 375-7298. (340/41)

'81 Kawasaki KX400 A2
Like new, extras, original owner, $1200 B/O. (714) 887-5520. (140/41)



NMRA National Record Holder
Wilson's 590cc Honda, Nation's quickest and fastest F/A 10.86 E.T. 117 mph. Best of everything. Carrillo rods, 29mm smoothbores, lightened crank, aluminum wheels, Ceriani front end, much more plus spares. Also two time U.S. Nationals winner. $3000. Call Jay (617) 879-1096. (140/141E)

1981 Suzuki RM465X
Excellent condition, has all the TRICKS! Call Larry at DG Performance for all the details. (714) 630-5471 or 960-0201 after 5 p.m. (237/TFN)



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Build your own pipe or start a pipe business like many others have using parts supplied by AIRCONE. Send or call your dimensions to: AIRCONE, INC., 5901 Emerald, Las Vegas, NV 89122. (702) 456-4177. (28/TFN)

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See at PRO CYCLE, 1265 E. Lincoln, Anaheim, CA. (714) 970-8367. (240/41)

1978 H-D XLCR
4,108 miles, excellent condition, $4000. (414) 494-5256. (240/42)

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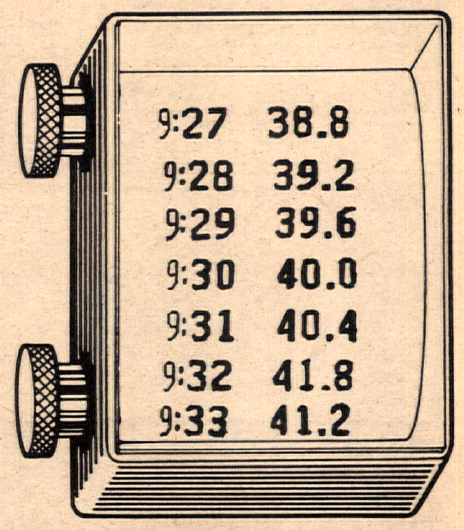
Excellent condition, two tanks, all stock, must sell. (714) 895-5366. (140/41)

'80 XR500R Honda
Fresh needle bearing motor, Curnutts, lengthened swingarm, extremely fast & reliable. Street licensed, extras. $1200/offer. Mike (714) 688-5631. (340/41)

Trade GS750 for DB + Cash
Need to trade street bike for dirt bike. Need cash to fix my truck for Christmas. Prefer XR Honda, any displacement or Suzuki DR 400. Consider other 4-stroke or newer 2-stroke MX & Enduro bikes. My street bike, 750/4 Suzuki has fresh motor, tires, battery. Looks & rides xlnt. Looks stock, but detailed. Needs speedo & cables to be showroom. Call evenings and keep trying. Karel (213) 493-4636. (538/41)



Rebate! $5.00 Rebate!
Roll chart holder, available in Blue, Yellow, Red, White, Green. $19.95. Purchase one from your dealer after Oct. 1, send us proof of purchase and header card by Oct. 31, and we will send you $5.00. COUNT DOWN (213) 348-8381. (238 & 40E)

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Per word..... 25¢
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Blind Box Service Charge..... $5.00

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213/427-7433
No cancellations after 5:00 p.m. Thursday

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Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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(One photo per Ad)

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Per word..... 95¢
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
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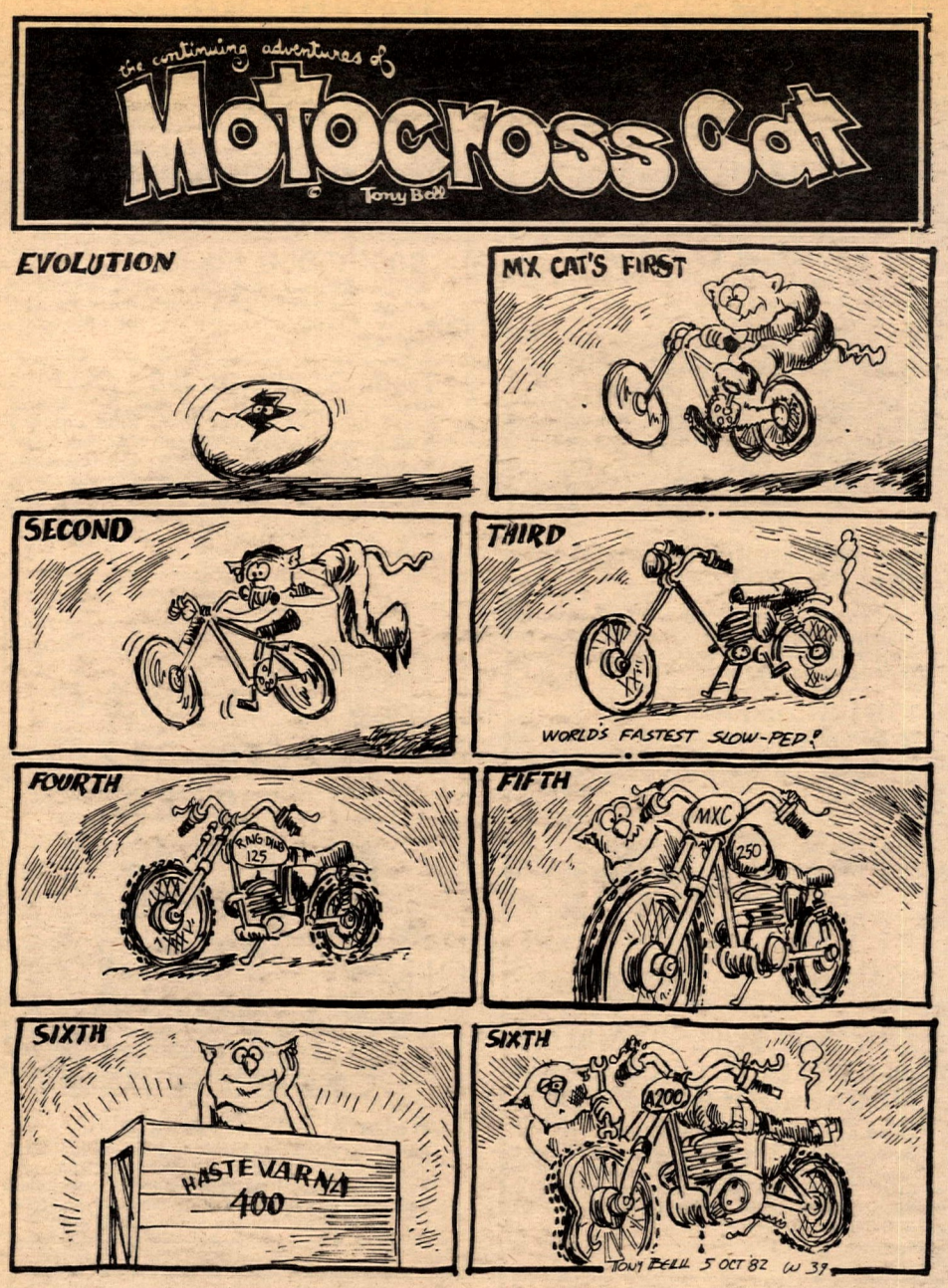
Cycle News cannot be responsible for illegible phone numbers.

Area Code/Phone No.



YZ-250 Yamaha 1977
Runs strong and fast, White Bros. monoshock, clean and reliable, extras. $595 OBO. (714) 957-0566. (140/41)

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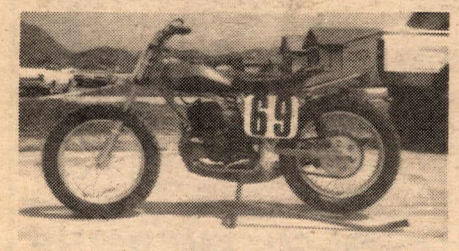

** 400 Suzuki Flat Tracker **
Champion frame, new paint, prime condition, race ready. (714) 943-1200. (340/41)

1981 HONDA CR80R like new, never raced, $550. (213) 966-3306. (140/41)

'76 Honda MR 250
Wife's bike, great condition, $575. (714) 627-6651. (140/41)

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We manufacture the finest, most attractive trailers anywhere! Send for brochures & prices of our many list options. MAIN OFFICE: 30629 Old Rd., Castaic, CA 91310 (L.A. area) (805) 257-3322, or 7861 N.E. Day Rd., Bainbridge Island, WA 98110, (206) 842-5648, (Seattle area). (239/TFN/E)

1978 JOURNEYMAN SMUGGLER Trailer 18' self-contained, side awning, like new, $6500. (213) 788-8504. (140/41)

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Have spring, need serviceable shock, will pay cash. (213) 330-3835. (340/41)

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Jawa 4 valve, Briggo 4 valve, extra wheels, tires, etc. Very clean. Tom Burmeister, (714) 990-5198 or 529-2813. (139)

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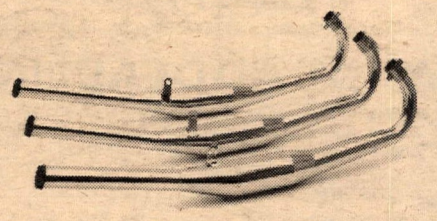
Any person that might have results from 1975 and 1976 Great Bear Grand Prix will be greatly appreciated if he would call (714) 354-7148. O.C.M.C. cannot produce what I need. It's worth at least a beer? (140/41)

Kawasaki Triple TNT Chambers Back to School Sale



Black $169.95
Chrome $199.95
All years, all models. Call direct HOT BIKE ENGINEERING (415) 656-8275 or 657-3864. We ship UPS/COD. (240/TFN)

Racing Leathers Save 50%
Top quality leathers in various sizes & colors. Suitable for Speedway — Road Racing — T.T. — Flat Track. Call (213) 962-8355. (134/35)

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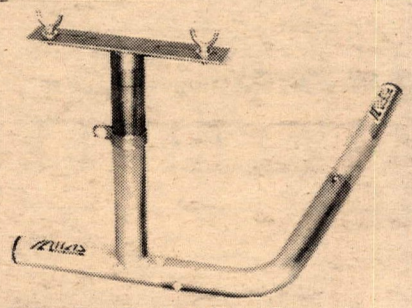

Malcolm Smith Pro Stand by Atlas
This stand is fully adjustable to custom fit any bike. The simple height adjustment allows it to be raised from 11 inches to 16 inches. With this lightweight stand you can lift the front or rear wheel as well as rotating your bike 360 degrees. Ideal for front and rear suspension service.
ASK FOR THIS STAND AT YOUR LOCAL DEALER. For additional informtion call (714) 687-1300. SUGGESTED RETAIL $35.95. (236/43E)

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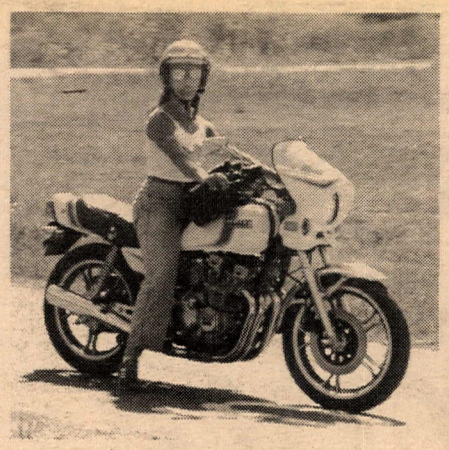
Bultaco Motors
Bultaco parts shipped COD. (713) 266-0255. (139/50)



'81 Seca 550
Completely stock Yamaha 550 sport bike. $1,995. Jim & Jim's, Inc. (707) 996-7027. (539/42)

FREE CYCLE NEWS
with any $10 purchase. Guaranteed Wednesday delivery. BC CYCLE SUPPLY (714) 891-5286. (239/TFN)

Lawson Replica
New bike at Kawasaki dealer. Reasonable price. Will ship. COMMAND RECREATIONAL INC., (518) 869-6783. (140/41E)

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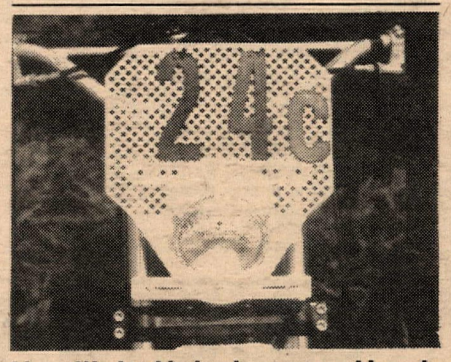
and keyboard musicians. We invite you to register your skills and services into a North American Data Bank. This new service, for keyboard artists exclusively, will open a market for your music talent. For more info and a questionnaire, write to PIANO PLAYERS (R), 3420 Drummond St. 3, Montreal, Canada H3G 1 Y1. (536/TNF)



Headlight Holeshots are Here!
Preston Petty's Headlight Holeshot Number Plate has zillions of holes in front, uses 5" numbers and letters, and has a super durable headlight and lexan lens cover. they fit almost every off-road bike, and are available from your dealer for $36.00. Removable Numbers (and letters) are $1.95 apiece — and they never wear out! See your dealer now — get your Headlight Holeshot in time for the fall enduros! (239/42E)

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Special factory wide chassis, Campagnola, Michelin, Lectrons, Rob North pipes, Hoeckle cranks. Spare cases, cranks, seat & more. $6,500. (904) 354-7711 days; (904) 388-4478 evenings. (140/41E)

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Excellent condition, 6000 miles, $2,200. Will consider delivery. Minnesota, days, (612) 356-7145; eves. (612) 356-7138. Calif. (714) 324-0806 days; (714) 325-5993 eves, ask for Paul (340/41E)

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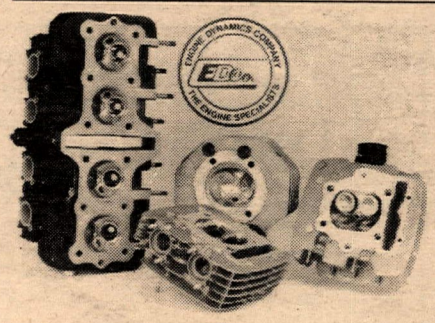

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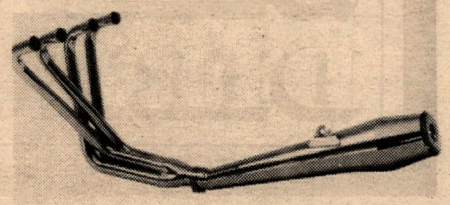

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